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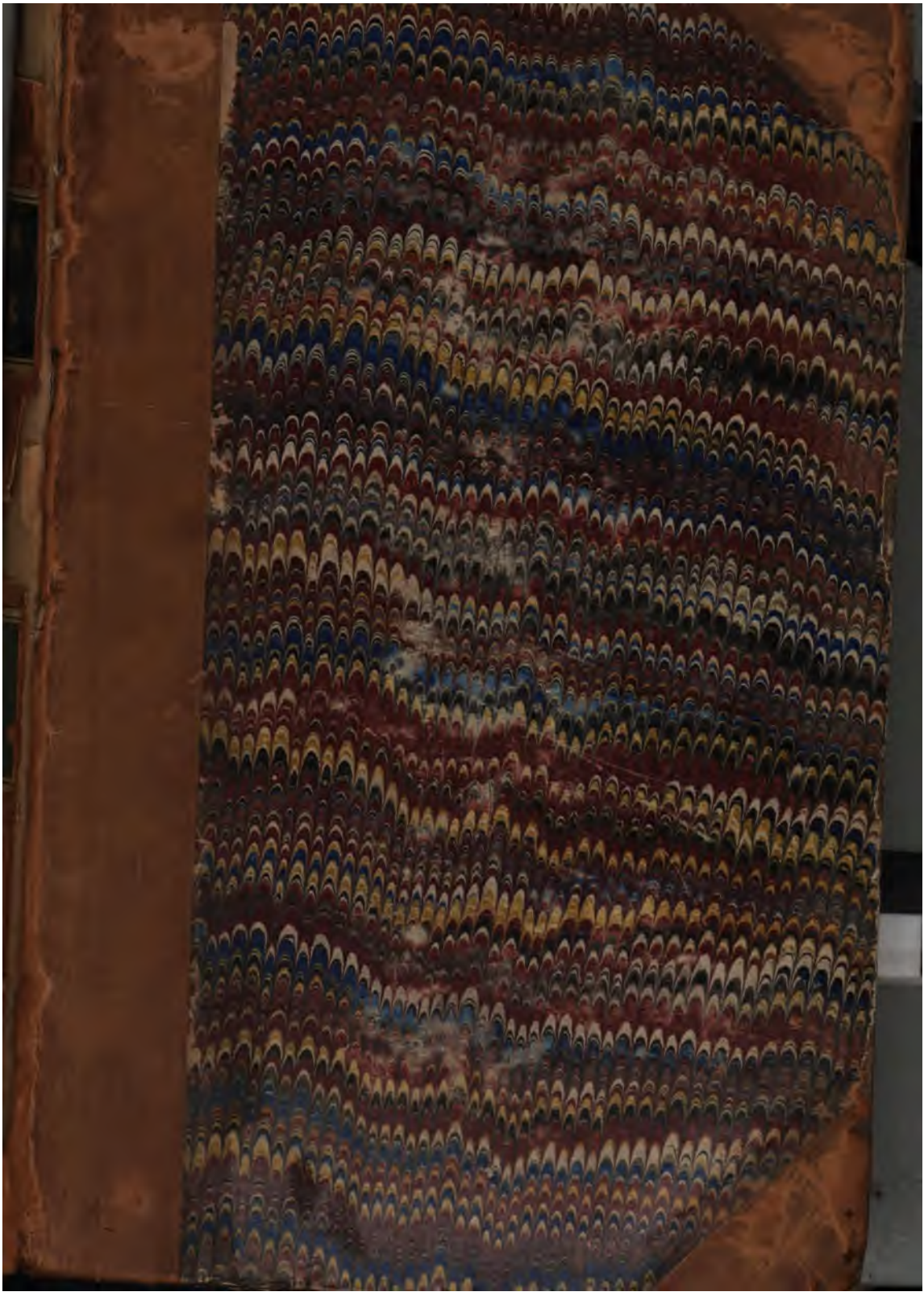

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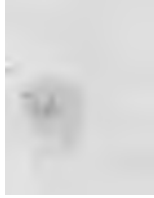

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BERBERAH AND SOOMAULI LAND.

By Lieut. C. R. Low, (late) I.N.

Anything relating to the country of the Soomaulies is at the present time of peculiar interest, from the fact that it is contiguous to Abyssinia and Zeylah, of which I shall presently speak; though commonly supposed to be situated in the south-east angle of that little known kingdom, the latter town is, in fact, within the boundaries of the country of the Gallas.

While serving afloat in the ships of war of the late Indian Navy, I passed some time on the coast extending from Massowah, on the Red Sea, to Zanzibar, and, therefore, perhaps these notes may be of some interest.

The country of the Soomaulies extends from Ras el Khyle on the eastern coast a little to the southward of Ras Assair, or Cape Guardafui, to the neighbourhood of Zeylah, forming one side of what is called the Gulf of Aden. Berberah, which, after Harar, is the chief town and principal place of trade along this coast, is situated in latitude 10° 28′ north, longitude 45° 7′ east. It has in all probability existed as a place of trade for several centuries, though there are few remains to attest its antiquity; the only one of importance being an aqueduct of stone and chunam, about nine miles in length.

There are two great races of Soomaulies; one inhabits the country from Cape Guardafui to Burnt Island; and the other the tract of land between this island and Zeylah, and these are constantly warring with each other. The Soomaulies to the westward of Burnt Island are those we have now to deal with, as Berberah is situated in their country.

They consider themselves a race of Arabs, and by a tradition extant among them, profess to derive their origin from Sheikh Isackh, an Arab chief and saint, who settled on this coast, and, marrying a female of the place, became the ancestor of those tribes who flourish there to the present day.

The town of Berberah is situated at the extremity of a fine natural harbour, formed by a bend in the coast line and a low sandy spit nearly two miles in length, and projecting out almost at right angles with the general line of coast. The great drawback to Berberah is the scarcity of good water; that in the wells being brackish; the wealthier portion of the merchants are compelled to send some eighteen miles to the eastward for a supply.

To the westward of Berberah there are no trading ports until you come to Zeylah, the seaport town of Harar, which owing to the shoal water, has no very considerable trade with places beyond sea. In fact the whole coast about Zeylah is begirt with shoals and sunken rocks, and when I was last there, in 1858, the gaunt

wreck of the French man-of-war steamer Cayman, pointed out to all whom it might concern, the dangers of that inhospitable shore. The town itself is built on a low sandy cape, called Ras Mahmahr, and is surrounded by a wall in a very dilapidated state. Zeylah now consists of only a few stone buildings and some 250 huts. Captain Cruttendon of the Indian Navy, perhaps the best living authority, who visited this country in 1848, when employed at the wreck of the Honourable Companies' steam frigate, Memnon, at Ras Assair, does not assign an earlier date to its settlement than A.D. 1500, or shortly after the occupation of Yemen by the Turks.

Berberah has existed for several centuries as a port, carrying on a great trade with Bahrein, Bussorah, and Grane in the Persian Gulf, as well as Muscat, though in later times the Banians of Bombay, Porebunder and Mandavie, ever to the fore when rupees are to be made, have distanced all competitors, and do the largest trade with these half savage tribes; yet the exports of Soomaulie land still find their way to the Gulf and elsewhere. From the months of April to October Berberah is entirely deserted, nothing remaining to mark the site of the great town but the bones of slaughtered camels and sheep, and the framework of a few huts piled on the beach in readiness for the ensuing year. As soon as the annual fair time commences, the town rises like a phœnix from its ashes; temporary huts are constructed in hundreds, and the natives flock in from distant inland stations to trade and barter with the Caffres, as they call all foreigners. At the end of March the exodus recommences, and from a place containing a population of some 20,000 people, it becomes almost a solitude, and reverts to its four-footed denizens.

It is a curious sight to see the thousands of camels encamped round the town during fair time, and it is very interesting to watch in early morning the "cafilahs," or caravans, as they defile in a long endless procession, the tall, gaunt forms of the "ships of the desert" standing out on the low sandy ridge in picturesque distinctness against the clear, brilliant Eastern sky.

Notwithstanding that one or two of the vessels of war of the late East India Company always cruised about the coast, there was an active trade carried on in slaves between Berberah and the Red Sea and the Persian Gulf. I have been present at the capture of large slave buglahs off this port many a time, and have more than once made a descent upon the harbour itself, and pounced upon and searched Arab craft by the dozen, in spite of the scowling looks and suppressed anathemas of the captains and crews of the vessels overhauled.

Lieutenant Barker, of the Indian Navy, during his visit to this country in the year 1840, described the Soomaulies as a timid, inoffensive race, although, he added, they had the reputation among neighbouring tribes of being treacherous thieves and murderers;

and I am inclined to the opinion that they have not belied this reputation on one or two occasions, of which I shall presently speak.

They are very partial to red hair, and mostly dye their heads of that colour with a sort of chunam, which when it hardens in the sun gives the sconce a peculiar appearance. Those who have little hair wear wigs of sheepskin dyed the fashionable colour. Is it out of the bounds of possibility that the refined ladies of the western capitals of Christendom have unwittingly adopted this fashion from these semi-nude savages?

While at Berberah we used to amuse ourselves throwing anna pieces to the boys who would swarm round the ship and dive and pick up the coins before they reached the bottom. The children are all brought up here to take to the water like ducks, and many of them can swim before they can walk.

The Soomaulies, men and women, wear little clothing, usually a cloth round the loins. Their chief weapons are spears and shields, with short heavy clubs; they use also bows and arrows, and fire-arms have to some extent been recently introduced. In the use of the spear they are very expert, and I have seen some of the more powerful of the warriors throw them to an almost incredible distance, and with great accuracy. In appearance they are generally tall and well made, but slight and athletic. These Soomaulies are extremely quarrelsome, and are constantly engaged in wars with neighbouring tribes, and with each other. A short history of our relations with these singular people will doubtless at the present time be acceptable.

The first that we learn of them is that in the year 1826 the Bombay Government, having received intelligence that a brig from the Mauritius had been seized at Berberah, and part of her crew barbarously murdered, despatched an expedition against the tribe. On the arrival of the squadron at Berberah the ships opened fire upon the town, upon which the natives fled with their wives and families, and a party of seamen having landed took quiet possession of the place. An agreement was then entered into by which they bound themselves to refrain from any future attack on English vessels, and also agreed to refund the full amount of the plundered property.

In March, 1854, an expedition for the purpose of exploring Soomaulie land and Harar, a place of considerable importance, was organized at Bombay by the indefatigable traveller Captain Burton. Though it terminated disastrously, a short account of its proceedings will be of interest. The members of the expedition were Lieutenant Herne, of the 1st Bombay Fusiliers, Lieutenant Stroyan, of the Indian Navy, and last, but not least, the late Captain, at that time, Lieutenant, Speke, of the 46th Bengal Native Infantry. On their arrival at Aden, Captain Burton resolved to proceed by *himself* on a preliminary visit to Harar, the head-

quarters of the Emir. It was certain that the journey would be attended with great danger, so this brave officer resolved to adopt a disguise, with which he had before baffled the most cunning of the Arabs. Some two years before he had visited both of the far-famed cities Mecca and Medinah, disguised as a merchant, and now again he assumed the habit and staid appearance of a pious Mahommedan and traveller, under the appellation of El Haj Abdullah.

In October 29th, 1854, the party started from Aden for Zeylah in a Soomaulie boat. After a lengthy detention, during which the usual amount of lying was gone through by the Arab agents, who had been previously despatched to purchase mules, but who, like true Ishmaelites, pilfered the rupees, but produced never a mule, El Haj Abdullah started for the interior of Soomaulie land. His party consisted of some twenty armed men under a petty sheikh, whom old Shumaki, the chief of the Soomaulies, a man always friendly to the English, had engaged for a consideration in cloth and Birmingham ware to guarantee to protect the Englishman's life. After journeying across the Plain of Zeylah, which is an arid tract diversified by low sand hills, Burton entered a country which he describes as of a more fertile character.

The Soomaulie tribes in the plain bordering the sea in the neighbourhood of Zeylah are called the Eesa, while those further inland are known by the name of Gudabursi Soomal. After crossing the first range of mountains, situated about forty miles from the sea, Burton had to pass through the Plain of Marar. Until he reached the second ridge, some twenty-five miles further to the westward, he relates in his itinerary, the cold was intense, being 42″ at early dawn, while at noon the mercury in the barometer rose to 120°. From the territory of the Gudabursi tribe they passed into the land of the Girhi, whence after a stay of six days the intrepid traveller, still disguised as an Arab merchant, proceeded to make his entry into Harar, a place in which I believe an European had never before set foot, and on the 3rd of January, 1855, passed beneath the portals of one of its fine gates.

The city is situated on the slope of a hill, and is about a mile in length by half a mile in breadth. Burton found the climate very salubrious. He gives the population as about 10,000 souls, of whom 2,500 are Soomaulies. The place is surrounded by walls defended with turrets, but without cannon. The adventurous traveller was introduced to the Emir, a young man of twenty-three years of age, and after a residence of some ten days he took his departure for Berberah, where his friend Speke and his companions were awaiting his return. On his arrival at this place the annual fair was in full play, and no less than 500 slaves were in the market. The Honourable East India Company's schooner Mahi, in which I served, arrived at Berberah on the 7th April, and a salute was fired in honour of the expedition, now ready for a start

into the interior. On the 9th of April heavy rain began to fall, giving notice of the approaching Gugi or Soomaulie monsoon. Upon the first shower the whole hut encampment began to break up. The tents, constructed of sticks, covered with skins or mats, and which though not more than some eight or ten feet square, had harboured a family of ten or twelve people, were rapidly stripped, the camels laden with the family "lares" and "penates," and the entire population were soon threading the desert wilds around the great mart.

On the 18th of April, after the departure of the Mahi, a buglah belonging to the Port of Aynterad entered the now utterly deserted harbour of Berberah, and as matters turned out, but for this Arab craft the members of the expedition must all have met their death. The buglah brought ten Soomaulies from Aden, who wished to accompany the party. Captain Burton objected to taking more than four of them, but directed that a gratuity of food should be supplied to the commander and crew of the craft.

That same evening, as the Englishmen were sitting in their tents, they were visited by spies, who even succeeded in deceiving their own countrymen. As night drew on, the two sentries were posted as customary, and the officers lay down to rest in fancied security. But treachery was at its detestable work. In the very depth of night, when a dead silence had fallen on the vast sandy plain on which they were encamped, when even the jackals ceased their melancholy cry, a band of cowardly assassins burst in upon them. Captain Burton states in his diary: "I was awoke by the cry that the enemy was upon us. My first impulse was to request Lieutenant Herne to go out with his revolver in the direction of the attack; secondly, I called to Lieutenants Stroyan and Speke that they must arm and be ready; and thirdly, I sent my servant for my sabre. Meanwhile Lieutenant Herne returned hurriedly from the rear of the tent, exclaiming that our twelve servants, armed with swords and muskets, had run, and that the enemy amounted to about 150 men. Lieutenant Stroyan, who occupied another tent, did not appear, the other two officers and I were compelled to defend ourselves in our own with revolvers, which the darkness of the night rendered uncertain. Presently, our fire being exhausted, and the enemy pressing on with spear and javelin, the position became untenable; the tent was nearly battered down by clubs, and had we been entangled in its folds, we should have been killed without the power of resistance. I gave the word for a rush, and sallied out with my sabre, closely followed by Lieutenant Herne, with Lieutenant Speke in the rear. The former was allowed to pass through the enemy with no severer injury than a few hard blows with a war club. The latter was thrown down by a stone hurled at his chest, and taken prisoner; a circumstance which we did not learn till afterwards. On leaving the tent I thought that I perceived the figure of the late Lieutenant Stroyan lying upon the ground close to the camels. I was surrounded at the

time by about a dozen of the enemy, whose clubs rattled upon me without mercy, and the strokes of my sabre were rendered uncertain by the energetic pushes of an attendant, who thus hoped to save me. The blade was raised to cut him down, he cried out in dismay, and at that moment a Soomaulie stepped forward, threw his spear so as to pierce my face, and retired before he could be punished. I then fell back for assistance, and the enemy feared pursuing us into the darkness. Many of our Soomaulies and servants were lurking about one hundred yards from the fray, but nothing could persuade them to advance. The loss of blood causing me to feel faint, I was obliged to lie down, and as dawn approached, the craft from Aynterad was seen apparently making sail out of the harbour. With my little remaining strength I reached the spit at the head of the creek, was carried into the vessel, and persuaded the crew to arm themselves and repair to the scene of our disaster. Presently Lieut. Herne appeared, and closely following him Lieutenant Speke, who had escaped from his captors, was supported in badly wounded. Lastly the body of Lieutenant Stroyan was brought on board, speared through the heart, with the mark of a lance piercing the abdomen, and a frightful gash apparent in the forehead. The lamented officer had ceased to exist, his body was stark and cold; we preserved his remains till the morning of the 20th instant, when we were compelled to commit them to the deep, Lieutenant Herne reading the funeral service. We were overwhelmed with grief; we had lived together like brothers. Lieutenant Stroyan was an universal favourite, and truly melancholy was the contrast between the hour when he lay down to rest full of life and spirits, and the ensuing morning when we saw him a livid corpse."

Captain Burton, in his estimation of poor Stroyan's character, did him only but justice. He was much beloved in the service to which I also belonged, and was a good seaman as well as a distinguished surveyor, having taken a prominent part in the surveys of the coast of Western India, in Scinde, and on the Punjaub rivers.

As Burton says, there were a number of little combinations that gave rise to this disastrous ending of an important expedition. They could not take from Aden the number of well-trained Soomaulie policemen upon which they had originally calculated, and they had to depend upon raw recruits, who fled at the first charge. Burton says he had been led to believe that Berberah was as safe as Bombay, though Lieutenant Stroyan, from his intimacy, as an officer of the Indian navy, with these coasts, must surely have known better. The former officer always entertained a high opinion of these Soomaulies, and even after the narrow escape he and his comrades had from massacre, he writes that his opinion of the Soomal tribe is unchanged, and considers the deed of treachery as the performance of a band of brigands, and not the expression of a people's animus. My own belief is, that a more treacherous race of savages does not exist on the African continent. Had the

schooner Mahi been present in Berberah Creek it is pretty certain that the expeditionary party would not have been attacked, and once in the interior, they would have been secure from the Bedouins, who entertain a horror of fire-arms. It is some satisfaction to know that these murderers did not escape punishment; four or five of them fell by the hand of the intrepid little band of officers. But a heavier retribution awaited them.

The Government despatched to the coast a squadron of two ships of war, to demand satisfaction, and on this being denied, the entire coast-line was blockaded for several months; even during the season of the annual fair the people remained contumacious, but at length they were forced to yield, and agreed to give up the murderers, or pay a heavy fine. I was temporarily attached to the Honorable Company's steam frigate Semiramis, which was ordered down to Berberah to enforce compliance with our demands. The brigadier and political resident at Aden, Colonel Coghlan, of the Bombay Artillery, went down with us, and on our arrival at Berberah, he convened a conference of native chiefs. Mr. Rassam, the same gentleman who has been confined by King Theodore of Abyssinia, was present, and from his knowledge of the language was well qualified to fill the part of interpreter which he undertook. It was a strange sight to see the almost naked barbarians squatted in a ring on the quarter-deck of the man-of-war, sitting on their haunches, with their chins resting on their knees, and holding their spears upright before them with both hands. Although it was not at all improbable that some among that conclave had actually imbrued their hands in poor Stroyan's blood, yet such was their confidence in British honour, they fearlessly trusted themselves in our hands, confident in the sanctity of the safeguard guaranteed them. It was curious to watch them again, as they stalked round the huge 8-inch 65-cwt. guns—they had never seen any ordnance of greater calibre than the old Elphinstone's 18-pounders—while, with Oriental gravity and that well-bred "nil admirari" manner that always distinguishes the "noble savage," they merely grunted forth in guttural accents, "Wallah!" However, these dumb diplomatists, the great guns, doubtless, worked their conversion to principles of justice, for after two or three conferences they signed a collective agreement to respect the life and property of British subjects, and were mulcted of a large sum. I believe the murderers were not surrendered, as the chiefs protested their inability to identify them, though they did at first offer to deliver to our vengeance some innocent people who had taken no part in the treacherous deed; a proposal which, of course, the political resident at Aden rejected.

Soon after this affair was settled, these same Soomaulies, ever restless and untrustworthy, committed an act of hostility against a friendly tribe, and the Honourable Company's schooner, Mahi, of which I was acting first-lieutenant, was sent over to demand satis-

faction, with the option of a further recourse to blockading the coast and shelling the town. The captain sent me on shore on this mission, and I shall never forget the faces of the crowd of savages who awaited my arrival on the beach. They shook their spears and scowled defiance at myself and my boat's crew of ten seamen, with whom, fully armed, I marched to the council tent, for the purpose of confe ring with the chiefs. The interpreter informed them for what purpose I had come; but all my proposals were listened to with sulky silence, or repudiated with scornful looks and intemperate gestures; and, I presume, insolent language, though the interpreter kept these to himself, for he was in the greatest terror, all the time, that they would butcher us on the spot. Truth to say, while sitting in that tent, I began to look upon my chance of returning on board the Mahi with a sound skin as very doubtful, and when, all negotiations having ended, I threatened them, according to my instructions, with the wrath of the Bombay government, and the shelling of their town, my ultimatum was received with such a storm of rage, and such an uprising of warriors and shaking of spears, that I made up my mind for the worst. My escort were all outside the tent, so I was by myself in that crowded council room.

My mission concluded, I rose from the midst of the circle in which I sat to depart, and walked to the tent door followed by the chiefs. On our passage to the boat, the armed mob of warriors pressed closely upon us, and obstructed our path, but the sailors pushed their way good-humouredly but firmly. At length, when we got near the beach, some of the most hostile among the black warriors hustled us so viciously, and brandished their arms about us in such a threatening manner—notably a one-eyed fellow, who, the interpreter subsequently informed me, had, like another Hamilcar, sworn ceaseless hostility against the Feringhees—that I had much difficulty in restraining the animosity of my body guard. One brawny fellow, the petty officer of the party—a gunner's mate he was, by the same token—implored me to allow him to knock him down with the stock of his musket. As these two stood fiercely eyeing one another, the situation was something like that portrayed in those humorous lines:—

"The Earl of Chatham, with his sword drawn,
Was waiting for Sir Richard Strahan;
Sir Richard, eager to be at 'em,
Was waiting for the Earl of Chatham!"

Hardly had we jumped into the cutter than the mob—breaking from the restraint imposed upon them by some of the elders of the tribe, who remembered of old the might of British ships and guns—rushed after us, and placing their hands upon the gunwale, sought to drag the boat back into shoal water. Need I say that a vigorous application of cutlass hilts and "looms" of oars upon dingy Soomaulie knuckles, convinced them that the time was passed

for detaining us, and that we were on the Englishman's element—salt water.

While lying at anchor at Berberah Creek, we used to form fishing parties, and at night would go out with a "seine;" the harbour is well stocked with fish, and besides the amusement of hauling the seine on shore, and gathering the boat load of fish, it added pleasant variety to our slender stock of fresh provisions. I can picture to myself the scene on that lonely desert shore, as a party of us would assemble at midnight, with a bright moon shedding its brilliant but softening rays over land and sea, and, walking up to our waists, would haul "with a will and together," pulling to land some of the queerest-looking denizens of the deep, not excepting, at times, some small sharks. The country about Berberah is infested with wild beasts; lions and leopards abound, and may be observed prowling about the beach during the season the town is deserted. Ostriches are also there in plenty, and may frequently be seen stalking about with that long stride peculiar to them. Hyænas, also, and wolves loaf and slouch about during the day, and may be heard during the night; while a great white vulture always put in an appearance where any carcass or offal is to be found. The sheep in this part of the world are remarkable for a peculiarity in the size and fatness of their tails; these caudal appendages sometimes weigh twenty pounds or more. On board the old "Elphinstone" the boatswain generally put in a claim for them from the ship's cook, as his perquisite, and turned them to account to grease the masts, spars, &c. The mutton was of first-rate flavour, and the paymaster was able to buy as many sheep as were required for the ship's company for about two or three rupees;—some five shillings a-piece.

The harbour of Berberah, though very commodious, is rather narrow for a ship beating out against a head wind, and on one occasion the little Mahi took the ground just as we were about to tack.

Notwithstanding all our efforts to get her afloat again, we were, for a length of time, unsuccessful; the tide fell, and left the schooner on her bilge in about two feet of water. By taking her guns out, and lightening her of her cables and stores before the tide flowed again, we were enabled, by the aid of a stream anchor laid out in deep water, to heave the Mahi off, but she was somewhat near becoming a wreck, and gave us what the Yankees would call a "scare." I have little doubt that a large trade might be advantageously carried on with Berberah and the countries adjacent, were some enterprising Europeans to take the matter in hand, but it would require some one well acquainted with the language and customs of these people; also great tact to conciliate, and firmness as well as courage would be necessary to command success. At present the trade is almost entirely in the hands of those cunning fellows the Banians, who make enormous profit, and foist upon their ignorant customers trashy trinkets from Birmingham, and inferior blue cotton cloths of Indian manufacture.

It is somewhat singular that the Indian government do not take more stringent measures to put down the slave trade, which is carried on by these Soomaulies, notwithstanding our treaty with their chiefs in 1855. On the West Coast of Africa, the Home Government always retains a large squadron, at an enormous annual expenditure, to crush this nefarious traffic in human flesh, yet on the East Coast from Zanzibar to the Straits of Bab-el-Mandeb, no sustained effort is made in this direction. While serving in small sailing vessels on the Aden Station, I have taken part in numerous captures of slave buglahs, and as during the existence of the late Indian Navy, there was always a small squadron cruising about those waters, we managed to do much towards effecting its suppression, but I am afraid that from parsimonious motives, no effectual measures are now taken to keep those coasts under the surveillance of Her Majesty's ships. Two small swift steamers employed searching every suspected craft would do all that was required.

In 1860, the Lady Canning, a small gunboat, rescued nearly two hundred slaves, all boys and girls, at a distance of not more than 120 miles from Aden. A Bombay paper writing of this at the time, remarked that some of the finest districts in the interior of Africa were being depopulated, owing to this scourge. A large number of Soomaulie boys and girls are also under our protection. The boys are sent to Bombay, but to dispose of the girls is a serious matter.*

It is also necessary for our *prestige* that Aden should again be made the head-quarters of a Red Sea Squadron, as it was from its

* That the slave trade is greatly on the increase in the provinces bordering the Red Sea, and that these provinces obtain a large per centage of victims from Zanzibar and the Eastern Coasts of Africa up to Zeylah and Berberah, is an incontestable fact. A letter appeared recently in the Times, dated from Alexandria, in which the writer says: "Mr. Reade, the British Acting Consul-General, receiving, I presume, some instructions from his government to inquire into the matter, disguised himself as a Moorish merchant, and, with one attendant, went up to Cairo with the intention of examining in his disguise the slave markets of the capital, where he procured the names of a few dealers; but finding that the majority had gone to the Santah fair, he followed them to that town, and there commenced his education in the mysteries of a thriving slave trade.

"With no inconsiderable amount of danger to himself he thoroughly sifted the slave markets, and obtained the names of some thirty or forty principal dealers, and then abandoning his disguise, he handed them in to the Mudirieh, or police officer of the district.

"The Mudir, of course, feigned astonishment at the extent of the traffic, and promised that the slaves should be immediately released; but instead of acting thus, he communicated with Ismail Pasha, Muffitich, or chief of the Viceroy's business affairs, and received instructions from him to wait his arrival at Santah before acting. The next day he arrived and ordered the liberation of the slaves. Whether this was done I cannot say, but it is certain that a few hours saw them back in the dealer's hands; and something more than a report added that the Muffitich found himself richer by about £4,000, and two Circassian slaves.

"Mr. Reade addressed Cherif Pasha on the subject, and received the stereotyped reply:—'The Government of His Highness was very sorry; it had done all it could, but'—— and so on." From which there is too much reason to fear that those in authority connive at a traffic which, in speeches to anti-slavery deputations, the Viceroy condemns in energetic terms.

capture in 1839, up to the time of the abolition of the Indian Navy in 1863. The French are making serious encroachments in these parts, both in the Red Sea and on the African Coast near Zeylah, and have inaugurated the system they adopted with so much success in Siam, that of first gaining a footing by the purchase of a settlement, which, however small, suffices for a spot whereon to plant their flag, and then unscrupulously annexing and conquering whole tracts of country. We may congratulate ourselves that we possess Aden, the Gibraltar of the East, and Perim, the key of the Red Sea; while we hold these, and while our fleets dominate over the Mediterranean, we need not greatly fear the Suez Canel, which another battle of the Nile would lay at our disposal, not only for the extension of our commerce, but what is of much greater importance for the maintenance of our supremacy in the East.

GUARDSMEN IN THE NATIONAL PORTRAIT EXHIBITION.

BY COLONEL PONSONBY.

The soldiers represented in the National Portrait Exhibition are so numerous, and the deeds performed by these men in all parts of the world were so varied and so interesting, that an attempt to fully describe them all, would be a complete history of England for the period.

A few short sketches of such as served in one branch of the Service is here collected, and as the Brigade of Foot Guards contains on its roll of officers the names of most of those men who distinguished themselves not only in the Guards but in other regiments in the principal campaigns of the day, it is hoped that these brief notices of the lives of Guardsmen whose portraits adorned the walls of the Gallery at Kensington last year and this, may prove of some little interest to their successors and such as venerate the names and actions of the gallant men of former days.

GEORGE MONK, DUKE OF ALBEMARLE, *Colonel of the Coldstream Guards.*

815 and 858. Robert Walker.

No man who has played so conspicuous a part in the history of England occupies a less prominent position than Monk the Restorer of the Monarchy.

This arises no doubt from his excessive caution, never committing himself to extreme measures, never displaying extraordinary devotion or passion for any cause or party, and invariably waiting the issue of events rather than attempting to control them. Thus he triumphed where bolder men would have failed, and thus he

earned the noble title of "Victor sine sanguine" where a more devoted partisan would have shed torrents of blood.

George Monk, the son of Sir J. Monk, a gentleman of Devonshire, was born in 1608. Having when only fifteen years of age thrashed the sheriff of the county in Exeter, he was compelled to fly, and served on board the fleet in an unsuccessful attack on Cadiz. He then obtained an ensign's commission in the force employed under the Duke of Buckingham against the Isle of Rhé, and in 1629 became a lieutenant in the Earl of Oxford's regiment in Holland. Promoted to a company in Lord Goring's regiment, he found himself in command, and asserted the rights of the military in opposition to the magistrates of Dort with such vehemence, that they complained, and he was forced to resign and return to England. His military talents were duly appreciated at home, and he was made Lieutenant-Colonel of Lord Newport's regiment, at this time employed on the Tyne, against the Scotch Covenanters.

In 1642 Lord Leicester, the newly appointed Viceroy of Ireland, gave Monk the Colonelcy of his regiment, 1500 strong, raised for the purpose of proceeding against the Irish rebels. On his arrival in Dublin, Monk found the Royalists in power, with Ormonde at their head; for Leicester, who waited the moment for leading the Parliamentary party had not yet gone over. Monk's habitual reserve saved him from the necessity of declaring his opinions, and he confined his energies to preserving discipline, and to acting against the rebels.

The Rebellion having been suppressed, the troops were ordered back to England, where the struggle between Charles and his Parliament had commenced. Both parties attempted to secure Monk, the most popular officer of the army; and Ormonde, thinking to preserve him from temptation, made him prisoner and sent him to Charles. The King received the Colonel with great honour, made him a Brigadier, and having obtained a modified acquiescence in his plans sent, him to Nantwich, where the town was besieged by Fairfax. Monk and the rest of the garrison were made prisoners, and he was committed to the Tower for two years. Here he employed his time in writing, and published a small volume on discipline and military affairs.

When the Royal cause seemed hopeless, Monk gave way to the persuasions of the Republicans, and accepted employment under Cromwell, though he hesitated for some time before swearing fidelity to the Covenant, for of all things Monk abhorred an oath which fixed him to one particular line of conduct. Finally consenting to what he could not avoid, he was sent to Ulster where he defeated Munroe and received the thanks of Parliament for his victory. But Lord Inchiquin with a Royalist army pressed him closely, and to save himself from being overwhelmed, he made an alliance with Owen Roe O'Neill, the Roman Catholic chieftain of

Ulster. This act disgusted his Protestant soldiers, who refused to defend Dundalk when joined by the Irish Papists, and the town fell into the hands of Lord Inchiquin. Monk who had thus lost the confidence of his bigoted followers, resigned his post and returned to London, where Parliament, afraid of alienating the great body of Puritans, disavowed the acts of their general, but retained his services.

The Scotch Covenanters at this time were negociating with Charles the Second, and declared themselves in favour of his restoration. In 1652, Cromwell who knew Monck to be one of his most able officers, and yet devoid of that ambition that would be dangerous, appointed him to a post in the army he himself was to lead against this northern enemy, and assisted him to raise a regiment, which, as Monk's regiment, afterwards developed into the Coldstream Guards. When Cromwell won the battle of Dunbar, he allowed, that Monk's coolness and courage contributed greatly to the victory, and on the Lord Protector's return to England, Monk was left in command in Scotland, where he crushed the last hopes of the Royalists with much severity.

No sooner, however, had all opposition ceased, than the General exerted himself to relieve the suffering of the Royalists, and from this time they began to look upon him as their only hope.

In 1653 he was sent on board a fleet, and in conjunction with Admiral Blake gained several successes, though he knew nothing of naval matters, and was so ignorant of sailors' phraseology that he gave orders to his ships as though they had been troops of cavalry.

On his return to England he was received with immense enthusiasm, and for a moment the Lord Protector was jealous of his fame; but Cromwell soon found that he had nothing to fear from Monk, and everything to gain by employing so willing a servant, so he sent him back to Scotland where fresh troubles were breaking out.

About this time Monk astonished the world by marrying Nan Clarges, his mistress, a woman of low origin and coarse manners. On his arrival in Scotland, the Lieutenant-General (for such was his rank) marched to the Highlands, and harassed the Royalists by his constant activity, and they were glad to accept the liberal terms of peace he offered them. Fixing his quarters at Dalkeith, he issued edicts enjoining toleration, and condemnatory of the outrageous violence of the Anabaptists, but when Charles, encouraged by this conduct, wrote to ask for his assistance, the Lieutenant-General at once forwarded the letter to the Government. Cromwell nevertheless alarmed at the leniency shown to the Royalists, facetiously put his Lieutenant on his guard by writing to him, "'Tis said there is a cunning fellow in Scotland called George Monk who lies in wait there to serve Charles Stuart, pray use your diligence to take him and send him up to me."

Cromwell dying in 1658 was succeeded by his son Richard, to whose Government Monk gave his adhesion; but Richard soon retired from a position so unsuited to him, and a struggle for power ensued between Lambert and Fleetwood at the head of the army and the Parliament. The army in Scotland declared in favour of the latter, and marched towards England in support of its friends, while Lambert advanced from the South with 10,000 men to oppose it. Negociations delayed the movement for a short while, during which time the Scotch army was stationed along the border, and Monk with his regiment was established at Coldstream. The negociations as might have been expected came to nothing, but the Parliamentary party in London was gaining ground and ordered Lambert to return from the North.

Monk saw that the moment had arrived when the presence of his army would do more to settle matters than empty discussion, and accordingly on a bright frosty first of January, 1660, when the ground was white with snow, he led his own regiment out of the village of Coldstream across the Tweed, and followed by his whole army marched on London. Here he arrived on the 3rd of February, to the great consternation of the citizens, who did not know what his intentions might be and who distrusted while they flattered him. He was made member of the Council of State, but with his habitual dislike of oaths, refused to take that against the Stuarts. He at first complied with the orders of Parliament to proceed against the Royalist citizens of London, but suspecting that the number of these were rapidly increasing, he urged the dissolution of the Long Parliament, and the convocation of a new one.

At this moment he was the greatest man in the realm, flattered by all parties but adhering to none. He took up his quarters in Whitehall, where his own regiment mounted guard, prepared to undergo any danger in defence of his person; but, nevertheless, somewhat distrustful of his principles, for in this corps and indeed in every other regiment in this army there was a large quantity of the leaven of republicanism, so that Monk, anxiously watching the opinions of the times moved warily.

The Long Parliament now dissolved itself, and a new one of strong Royalist tendencies was elected; people began to long for the return of a king, Cavalier songs were heard in the streets, a gayer style of dress was exhibited. Monk showed no sign of favouring either party, but by his arrangement Sir J. Grenville was arrested in the House of Commons bearing despatches from Charles. These were opened and read to the House amid loud acclamations and shouts of God save the King, and the restoration of the monarchy was voted in both Houses by universal consent.

On the 23rd of May the King landed at Dover in the midst of a throng of Cavaliers who pressed eagerly forward to welcome him, Colonel Talbot being the first to kiss his hand. Room was made

for Monk who knelt, but was immediately raised by his sovereign, Charles embraced him, called him his father, placed him by his side in his carriage, and drove to Canterbury, Rochester and from thence to London. A procession was formed on Blackheath, where five regiments were drawn up, the General's own regiment having the place of honour and led the way. Monk rode next to his men and preceded the King. Shouts and cheers of welcome testified the loyalty of the people, but some of the old Republican soldiers muttered regrets at the recollections of the stern days of the Commonwealth, contrasting their own still plain and weatherbeaten equipment with those of the gay and glittering Cavaliers, adorned with plumes and scarves, but who in former times had been forced to give way before the army of Cromwell, and exclaimed audibly as Monk passed, "These things were not with you in your march from Scotland, grasshoppers and butterflies don't flourish in the snow."

The army was now disbanded, Monk's regiment of horse and foot, (the Blues and the Coldstream) being alone retained, and the King prepared to rely on the Militia, a newly organized force which was intensely Royalist and ready to go any lengths for him.

Charles and his counsellor, Clarendon, were at first afraid of Monk, dreading that every suggestion made by him was an order, but they soon discovered that the General left the direction of affairs entirely in their hands. At the same time he stipulated for an act of amnesty being passed for the protection of all who had been engaged in the rebellion; but although he pressed eargerly for the totality of the pardon, he was obliged to give way with respect to seven of the regicides, who were named as exceptions to the general amnesty.

The King bestowed two court offices upon Monk, in order to keep him near the royal person, and the old soldier found himself Master of the Horse, and Gentleman of the Bedchamber; but the republican simplicity of his manners, his red and rough complexion, and phlegmatic heavy countenance did not escape the raillery of the younger Cavaliers, who ridiculed him, and still more the rude and vulgar manners of his wife. Charles, to show his gratitude for his services, made Monk, Duke of Albemarle, and a K.G.

In 1665 that terrible scourge the plague drove the court from London, but Monk remained at his post in command of the garrison through the worst time of the pestilence. He was then appointed to the command of the fleet sent against the Dutch, and although his knowledge of sea matters was very limited, he inspired the soldiers and sailors with courage, and by his example contributed to the victory. It is said on one occasion, rather than allow himself to be captured he announced his determination of blowing the ship to pieces, but the Duke of Buccleugh, who heard the threat,. privately arranged with another officer to throw Monk into the water if he attempted such a proceeding. After the indecisive

battle of the Four Days the fleet returned to St. Helen's, and Monk disembarked and reported himself to the King. He then retired to his house in Essex, and in 1670 he died, attended by his faithful chaplain, Gumble, who had been by his side in all the events of his life.

Monk was a man of the middle size, of a stout and square built make, and apparently of a strong constitution, but the complaint, dropsy, of which he died, carried him off at the age of sixty-two.

His body lay in state in Henry VII's chapel, and was soon afterwards buried with great pomp.

His son, Christopher, who had married Lady Elizabeth Cavendish, succeeding to the dukedom, contrived in a very short time to dissipate the large fortune his father had left him.

He died 1688, in Guiana, where he was Lieutenant-Governor, and leaving no issue, the title became extinct.

SIR PHILIP MONCKTON, *Captain and Lieutenant-Colonel in the First Guards.*

770.

The adherents of both parties in the great Civil War did not hesitate to devote their fortunes as well as their lives to the cause they upheld, and the Cavaliers who at the end of the contest returned to their homes were impoverished if not utterly ruined. When the restoration was effected, the crowd of loyalists who welcomed Charles at Dover, contained many a poor cavalier expecting payment in full for all his losses. But, however anxious the King might have been to reward his followers, and there are those who think this anxiety was not excessive, it was impossible to gratify the craving of his innumerable adherents.

Sir Philip Monckton who had served with distinction in the war, who had risen to the rank of Major in the King's own regiment, who had received the honour of knighthood from Charles the Second, but who had lost fortune and lands in the royal cause, expected, with some reason, a substantial reward for his services. But his claims were lost sight of in the crowd of noisy applicants, and had it not been for the intervention of the old Earl of Cleveland he might have been quite forgotten. This old Cavalier, however, extolled so highly the conduct of Sir Philip that the King bestowed upon him the command of a company in the Royal Regiment of Guards, now being reorganized under Lord Wentworth, Cleveland's son at Dunkirk.

Monckton accepted the commission as Captain and Lieutenant-Colonel, and continued in the Royal Regiment of Guards till it was amalgamated with the King's Regiment and became the First Foot Guards. He never considered that his services had been requited, and died an enemy to the House of Stuart. From him is descended the present Viscount Galway.

WILLIAM, EARL CRAVEN, *Colonel of the Coldstream Guards.*

460. Vandyke.

Sir William Craven, an opulent Yorkshire draper, who became Lord Mayor of London, had besides daughters, one son, William, born in 1608, a wild youth, who, fond of excitement and adventure went abroad and obtained military employment in Holland, where he attached himself to the person of Frederick, the Elector Palatine.

All the gallant spirits of Europe where at this time attracted by the fame of the exploits of Gustavus Adolphus, and in 1625 the Elector and his young companion proceeded to the camp, and were presented to the King of Sweden, who plainly equipped and surrounded by his officers, was planning an expedition against the fortress of Kreuznach. The army marched on the following day, batteries were opened and a breach made. The place was then stormed by a party of English and Scotch volunteers, and Craven was the first man in the town. Gustavus complimented him upon his gallantry, and playfully inquired if he had a younger brother to whom he was anxious his property should descend, as he seemed to be so careless of life. Proud of the great warrior's approbation Craven exerted himself still more during the rest of the campaign, especially at Donauwerth, and though he was wounded on several occasions, he was sound in body and health when Frederick was crowned King of Bohemia at Prague.

Private matters requiring his presence in England, the young hero came home, was presented to Charles First at Newmarket, and received the honour of knighthood for his gallantry, the fame of which had preceded him. He was shortly afterwards raised to the peerage by the title of Lord Craven of Hampstead Marshal. But all this time his thoughts were in Bohemia with Elizabeth, wife of Frederick the King, and daughter of James I of England, a woman whose grace and beauty were so rare, that she was known as the Queen of Hearts. Craven, who generally cared but little for the softer sex, was enchanted by her loveliness and entertained for her a respectful devotion, which many believe to have ripened into a warmer passion after her husband's death. In the meanwhile the arms of the Emperor of Germany were again victorious. Frederick was driven from his throne and sought refuge in Holland, accompanied by Craven who continued (together with his cousin Robert) to serve the dethroned monarch till his death in 1732.

Craven was now the sole adviser of the widowed Queen, and was entrusted by her with the charge of her son, the fearless Rupert. He took his pupil to the Swedish Army in Westphalia in order to teach him the art of war, better learnt on the field than in the chamber, but at the first action they were engaged in near Lippe, the young prince was taken prisoner, and his guardian gave himself up to the enemy in order to be with his charge. In vain he

attempted to obtain the release of the prince, all that he could effect was to ransom himself for 20,000 crowns. He returned to Holland, where after some time the captive was permitted to rejoin him.

The great civil War now raged in England, but Craven took no part in the contest. When at the termination of the conflict the Cavaliers were worsted, and Charles II compelled to seek refuge abroad, the unfortunate monarch was so utterly destitute, as to be compelled to ask assistance from Elizabeth, who unable herself to relieve his wants applied to her faithful counsellor, and he at once placed at the disposal of the King the sum of 50,000 pounds. This transaction was viewed with hostile eyes by the Republicans in England, who considered it a species of treason to the Commonwealth, and thereupon sequestered most of the Craven estates, notwithstanding the remonstrances of the owner, and allotted the proceeds of the sale to the Navy Board.

At the Restoration, in 1660, these estates were almost all returned to their original proprietor, who was raised in rank as Earl Craven of Craven in Yorkshire, and appointed Lord-Lieutenant of Middlesex. After the death of the Duke of Albemarle in 1671, Craven was made Colonel of the Coldstream Guards, and soon became deeply interested in the government and welfare of his corps.

About this time Elizabeth asked for a home in England, where she hoped to pass the rest of her days in peace, but Charles was not very cordial in his reply, and did not encourage the projected visit of his aunt, till he ascertained that Craven was willing to receive her at his house near Drury Lane. Here therefore she lived, and here enjoyed Craven's splendid hospitality.

When James II ascended the throne, he manifested considerable desire to get rid of the Protestant hero from the post of Colonel of his Guards, although he had no more loyal or devoted subject in his dominions. It was therefore hinted to Craven that his Majesty would be pleased if he resigned his regiment, but the old warrior declined to accede to this suggestion, and said that if the King took away his regiment he might as well take away his life, since he had nothing else left to divert himself with.

Craven, however, had no lack of occupation, for he was an accomplished scholar and enjoyed the society of literary men. He was also a constant attendant and director at all the fires in the metropolis, till it became a saying that his horse smelt fire as soon as it occurred.

On the landing of William of Orange, a part of the Household Brigade was sent with the army to oppose him, while Craven remained in London in command of two battalions and some artillery. In a few days James returned to the metropolis without his troops, and having thrown the Great Seal into the river, flew to Rochester, but arrested and sent back to Whitehall he resumed the reins of government. Nevertheless he was in such a miserable state of

irresolution that every order he gave was contradicted in the following hour. In the meanwhile William directed his troops to take possession of all the posts in London, and sent forward the Dutch Blue Guards under Count Solmes for this purpose. Craven, however, who had no orders to dislodge, was indignant at this audacious attempt to eject him, and he prepared to dispute the position. By ten o'clock at night he had his little force drawn up in St. James' Park, and all the avenues leading to Whitehall guarded with cannon. The King's Guard, furnished by the Coldstream, was drawn up at the gateway of the palace. At the same time three battalions of Dutch Guards and some horse entered the park from Chelsea. There was every prospect of a most bloody guard-mounting, when the terrified courtiers flew to James, and besought him to prevent the unnecessary slaughter. The King thereupon ordered his Guards to retire. Indignantly muttering anathemas against the Royal commands, the old Coldstreamer desired the troops to march to Moorfields, and sheathed his sword in its scabbard from whence it was never to be drawn again. The Dutch Guards took quiet possession of the park, and shortly afterwards William took as quiet possession of the throne. Craven disdained to seek for employment under one he deemed an usurper, and his regiment was accordingly given to Talmash.

The old warrior passed the rest of his days quietly in England, and died in 1697 at the age of eighty-eight.

His titles and estates devolved on his cousin, William Craven, from whom is descended the present Earl Craven.

JOHN, LORD CUTTS, *Colonel of the Coldstream Guards.*

1014. Wissing.

The reign of Charles the Second offered very few opportunities for distinction to the ardent military spirits of England. Most of the wars were decided at sea, and the number of troops engaged on board the ships was too small to comprise all those who longed for active service.

When, therefore, Monmouth was sent with an auxiliary force to France, there were numerous candidates for employment, and and among these John Cutts, the son of the Rev. J. Cutts, was fortunate enough to obtain an ensigncy in the Duke's regiment. The courage and zeal of the young officer was so conspicuous as to bring him into notice, and he was shortly afterwards made aide-de-camp to the Duke of Lorraine and sent to Hungary, where he distinguished himself, particularly at the capture of Buda in 1686 by the Imperialists.

In 1690 he was a colonel of foot and Governor of the Isle of Wight, and in the same year he was created Baron Cutts of Gowran, Kilkenny, in the Kingdom of Ireland. Four years later he succeeded General Talmash as Colonel of the Coldstream Guards. He was at this time serving in Flanders under King William, and

at the siege of Namur he was made Brigadier of the Guards "an honour never previously enjoyed by any officer." As such he led an assault on the town with his usual gallantry and his usual want of precaution, so that after losing a large number of officers and soldiers, he was compelled to return to the trenches.

On the breaking out of the War of Succession, Cutts, now a Lieutenant-General, was entrusted with the command of a division and sent to besiege Venloo. His assault on that town was a fair specimen of his style of warfare, the columns led by himself being hurled against the fortress without any orders, beyond that of forcing their way in. That they succeeded was owing to the number of men, and their desperate energy and that of their leader, but certainly not to his judgment or prudence. Notwithstanding his excessive boasting of this triumph, the exploit gained for him much renown, and Marlborough's epithet of "Salamander" applied to him, was universally adopted.

At Blenheim he had charge of the left corps of the army, directed against the village of Blenheim. It is doubtful whether any tactics would have been of avail here, but Cutts did not attempt any, and made a rush on the place, attempting to bear down the palisade and force his way in. But the French garrison was far too numerous and too powerful to suffer such an assault to succeed, and aided by their cavalry they repulsed every attack.

Marlborough no sooner ascertained the state of the case than he ordered Cutts to withdraw, and merely to hold the town in check till his other manœuvres succeeded. Eventually the whole of the garrison surrendered prisoners of war.

It is probable that the Duke became tired of Cutts's headlong motiveless daring, for he was sent home on a mission to England, and in 1705 appointed Commander-in-Chief of the forces in Ireland under the Duke of Ormonde, and in 1706 in order more effectually to retain him in Ireland he was appointed a Lord Justice on the prolonged absence of the Viceroy. This, however, was too palpable a move to deceive the General, who miserable at being thus kept out of action, sickened and died in Dublin on the 16th of January, 1707, as it was said of a broken heart.

Lord Cutts published a work of poetical exercises, and may therefore claim to rank as an author. His motto, "with labour and with blood" described his character, though he was also reputed to be "as brave and brainless as the sword he bears."

HENRY SIDNEY, EARL OF ROMNEY, *Colonel of the First Guards.*

829. Lely,

Henry Sidney, younger son of Robert, Earl of Leicester, was born in Paris in 1640, while his father was ambassador at the French Court. Brother to the great patriot, Algernon Sidney, and doubtless a man of liberal tendencies, Henry was neither as thorough, as conscientious, nor as gloomy as the morose republican.

His first commission was that of captain in the Holland regiment (the 3rd Buffs), and in 1665 he was admitted to the household of the Duke of York as Groom of the Bedchamber.

Sidney was at this time one of the handsomest and most graceful men in England, the envy of one sex, the admiration of the other. Unfettered by moral scruples, his career at the profligate court of Charles II. was distinguished for gaiety and gallantry, and he did not hesitate to aspire to the love of the Duchess herself; a love which, if not returned, was at least tolerated, till it reached the ears of James, who furious and indignant, dismissed his handsome officer, and ordered him to rejoin his regiment.

Thus ejected from the pleasures of the Court, and compelled to serve in Holland, Sidney devoted himself with eagerness to his profession, was promoted to the lieutenant-colonelcy of one of the English regiments in the service of the Dutch, and finally to the colonelcy of the same corps. This last preferment was the act of Charles II., who had taken the colonel into favour, and had made him Master of the Robes. In 1679 he was sent as Envoy to Holland, and made Commandant of the British troops in that country; but on the accession of James he was deprived of all his offices, and this may probably have embittered his already anti-Jacobite feelings, and thrown him more completely into the arms of the Revolutionists. He eagerly associated himself with the Orange party, and in order to conceal his intrigues from his successor as English envoy, Colonel Bevil Skelton, of the First Guards, he gave out that he was recommended to drink the waters at Spa, and under cover of this medical protection, he became the medium of communication between the Whigs and the Prince of Orange.

The lamentable misgovernment of James had alienated the affection of many cavaliers, whose fathers had spent blood and treasure in support of the royal cause, but who now listened to the counsels of Sidney, and promised aid to William of Orange, if he came over to assist them.

Sidney had some difficulty in persuading the Prince to undertake so perilous an enterprize as the invasion of England; but strengthened by daily increasing promises of support, he at length obtained William's acquiescence in the plot, and having matured the plans, accompanied him on his expedition, landed with him at Torquay, calmed his indignation at the lukewarmness of his promised friends, stirred up the doubtful, encouraged the timid, and finally beheld his work successful, and William King of England.

Grateful for these great services, the King raised him to the peerage by the title of Viscount Sidney, promoted him to the rank of major-general, and shortly afterwards when the impetuous Grafton resigned his regiment rather than suffer unmerited distrust, Sidney was selected to succeed him in 1689, and was appointed Colonel of the First Regiment of Foot Guards.

Sidney accompanied the King to Ireland, was at the battle of the Boyne and throughout the campaign, and was appointed one of the Lords Justices for Ireland; but in 1691 he appears for some cause or other to have fallen into disgrace, and to have lost by deprivation or resignation the post of Colonel of the First Guards, which was bestowed on Charles, second Duke of Schomberg.

Sidney was, however, shortly afterwards appointed Lord-Lieutenant of Ireland, and created Earl of Romney. There is scanty record of his political acts as Viceroy. Untroubled by political intrigues or exciting movements, he relapsed into dissolute idleness, and passed a luxurious existence in Dublin Castle, where he drank deep with his boon companions, and with fair words, winning manner, and sweet temper, gained the friendship of many a man who found when too late that viceregal promises meant nothing. He returned to England in 1693, and was restored to the colonelcy of the First Guards, Schomberg having been killed at Marsiglia. Beyond receiving his pay, Romney does not appear to have troubled himself much with the regiment, the accounts of which fell into horrible confusion; but if he was careless, he was hospitable and lavish of his money, living sumptuously in London till his death in 1704.

JAMES STANLEY, TENTH EARL OF DERBY, *Captain and Lieut.-Colonel in the First Guards.*

83. Winstanley.

King William III., though he had brought with him his Blue Guards, found it necessary to retain the services of the English Guards; but at the same time replaced those officers who were supposed to have Jacobite tendencies, by others more friendly to the new order of things. Among those who were now appointed was the Honourable James Stanhope, son of the eighth Earl of Derby. He was a Captain and Lieut.-Colonel of the First Foot Guards in 1692, and commanded his company at the battle of Steenkirk in that year, when the second battalion of the regiment was cut to pieces, more than half the men and officers being left dead upon the field. The loss throughout the whole army was very heavy, and William replaced the senior officer by those actually with the army, so that Lieut.-Colonel Stanley became Colonel of Hodge's Regiment of Foot, now the 16th, and served in that capacity to the end of the war He was M.P. for Preston, and afterwards for Lancashire, and a Groom of the Bedchamber to the King. He retired from the army when he succeeded his brother as tenth Earl of Derby in 1702. He was afterwards Captain of the Yeomen of the Guard. He died in 1735.

JAMES, FIRST EARL OF STANHOPE, *Captain and Lieutenant-Colonel in the First Guards.*

108. Kneller.

The University of Oxford has sent forth many impetuous spirits

into the world, but seldom one who, like James Stanhope, united to a hot-headed eagerness a calm and temperate judgment and a rare power of wielding the pen and the sword with energy.

From Oxford, where he had received an excellent education, young Stanhope went to his father's house, the embassy at Madrid, and in a short space of time acquired considerable knowledge of the language and politics of Spain. He then sailed for Italy to enjoy the pleasures of travelling; but eager for action, he volunteered for service under the Duke of Savoy. From hence he was recalled to England on appointment to a commission in the First Regiment of Foot Guards, and before long gained the reputation of being the wildest young man in London.

In 1695 a detachment was sent to reinforce the brigade in Flanders. Stanhope accompanied it, and joined his regiment in camp before Namur, where William III. in person superintended the operations of the siege with so much zeal that he almost lived in the trenches, and frequently transacted business under fire; a practice that cost Mr. Godfrey, the Deputy-Governor of the Bank of England, his life, for he was shot while making arrangements with the King, relative to an advance of money for the payment of the troops.

The ordinary duties of the siege were often enlivened by desperate assaults made by parties of men volunteering for the service, whose exceeding ardour would, it was supposed, ensure success. Stanhope at once offered himself as a candidate for this dangerous employment, and acquitted himself so well that the King took notice of his conduct, and promoted him to a captain and lieutenant-colonelcy in his regiment.

After the peace of Ryswick he was elected M.P. for Newark, and afterwards for Cockermouth, and in 1700 was appointed Lieutenant-Colonel of the 5th Light Dragoons, from whence he was promoted in 1702 to the colonelcy of the 33rd and the 11th Foot successively.

He accompanied the not very creditable expedition to Cadiz, where he led the vanguard; was at Vigo, and in Portugal, where he had charge of a brigade. In 1706 he was sent as Envoy Extraordinary to King Charles in Spain, and having the rank of major-general, took with him reinforcements for the British army under the Earl of Peterborough in that country. In 1708 he was made Commander-in-Chief of Queen Anne's forces in Spain, when in order to secure a safe base for his operations, he sailed to Port Mahon, took it, and thus acquired possession of the Island of Minorca.

In the following year he was promoted to the rank of Lieutenant-General, and in 1710 won the victories of Almenara and Saragossa. In the former action his impetuosity forced him to lead the cavalry charge, and he encountered the Spanish General Amezaga at the head of the Spanish Horse Guards, and slew him after a hand to hand conflict.

At the end of this year Stanhope allowed himself to be surrounded by Vendome's forces at Brihuega, where after a desperate resistance, he and his whole army were taken prisoners. This terminated his military career. He returned to England and took an active part in politics. His fiery conduct on the field was equalled by his energy in Parliament; but his administrative talents were recognised by the Whigs, who on their accession to office made him a Secretary of State. In 1717 he was raised to the peerage, and in 1718 promoted to an earldom as Earl Stanhope and Viscount Stanhope of Mahon in the Island of Minorca. He was at the same time made First Lord of the Treasury and Chancellor of the Exchequer, but exchanged these offices for, to him, the more congenial appointment of Secretary for Foreign Affairs. He died in the year 1721.

(To be continued.)

THE SIMLA COURT-MARTIAL.

It was recently moved in the House of Commons that the Despatch from the Duke of Cambridge to Sir W. Mansfield, and the Correspondence relative to the grant to Captain Jervis should be printed. It is somewhat voluminous, but we will endeavour to give the substance in as few pages as possible.

It will not be necessary to go back to the grounds of dispute, we shall, therefore, confine ourselves to the Papers. The first of these is the Despatch referred to. In consequence of Captain Jervis objecting that a portion of the offences charged against him were of a non-military nature, and therefore ought not to have been submitted to a court-martial, the Duke referred the case to the Judge Advocate-General. The opinion this official gave on the character of the charges of fraudulent and dishonest appropriation, was that they amounted in law to scandalous behaviour, unbecoming the character of an officer and a gentleman, and that it was, therefore, legally competent for the Commander-in-chief in India to bring Captain Jervis before a Military Court upon this charge. This opinion is independent of the question, whether the duties entailed by the confidential position which Captain Jervis occupied in the Commander-in-chief's household are to be considered military duties. "I incline to the opinion that an officer on the staff of the Commander-in-Chief's household, does not do so as a military duty, in the proper sense of that term; but that he voluntarily accepts such charge as a social, or domestic, duty, which is annexed by the custom of the service to his position, or which is imposed as a condition of his tenure of office by the Commander-in-chief, who can remove him at pleasure. I am further of opinion that Captain Jervis' letter of the 16th April, 1866, acknowledging the

receipt of a memorandum from the Commander-in-Chief, directing that he was to continue in charge of Sir W. Mansfield's establishment as a military duty, could not increase the measure of his responsibility to military criminal law.

"But it is, in my view, immaterial to the jurisdiction of the Court on this charge, whether the true view of the duties in question, is that they were military, or that they were civil. The charge was essentially a charge of fraud and dishonourable conduct, and was on this ground, on my judgment, within the legal cognizance of a Court-martial."

As regarded the second charge, the Judge-Advocate considered, "that assuming it to be the military duty of Captain Jervis to keep the household books, accounts, &c., and produce them on an order of the Commander-in-chief, he was not legally bound to hand them over to a Court of Inquiry, seeing that they might have been used as evidence against himself in a subsequent trial. Personally, Captain Jervis was bound to obey the request of Colonel Longden to attend the Court of Inquiry." But in expressing this opinion of the right of Captain Jervis to withold the vouchers, &c., the Judge-Advocate, adds: "but in saying this, I must not be understood to mean that I approve of his conduct in availing himself of that strict legal right." The Duke says on the latter point, "that he concurred so fully in it, that he could not understand why Captain Jervis, if he were strong in the conviction of his own integrity, did not voluntarily produce the books in question. At the same time that he admitted the right of Sir W. Mansfield to put Captain Jervis on his trial on the first charge, he disapproved his exercise of that right. The appointment of an aide-de-camp to exercise the office of Controller of the Household, he considered to be one of a domestic character, voluntarily undertaken, and to be no part of his military duty, consequently he could not concur in the propriety of the instructions drawn up by Sir W. Mansfield for the guidance of his military staff, which, he says, were of a character which had never before come to his notice." His Royal Highness considered that a more kindly course towards Captain Jervis, to which that officer had a good claim, at the beginning, would have prevented the subsequent scandal, and that a request for a personal explanation would have been effectual; though he fully recognised how disagreeable it would have been to Sir W. Mansfield to have entered into a personal explanation on such a matter with an officer in whom he had placed the fullest confidence through so many years. This regret, he expresses, he felt still more acutely on account of Sir W. Mansfield having entered upon an examination of his servant respecting Captain Jervis's conduct, and without giving him an opportunity of being present to reply to the accusations made against him; and though he had not made a direct application for an interview, the expression in his note, "I only beg to be afforded an opportunity of explaining before measures are

carried into effect which must prove the most utter ruin to me professionally," amounted to this. After condemning the insubordinate conduct of Captain Jervis in strong terms, his Royal Highness proceeds to express his opinion, that Sir W. Mansfield had not fully understood the great objections there were to bringing the matter before a military tribunal at all, and more especially before a tribunal in which he would himself be the prosecutor and witness, and would have to revise the proceedings. But having yielded to the advice of those members of his staff whom he consulted to adopt this course, he should have acted on the finding of the Court, which, " whilst recording a sentence of dismissal, and thus marking their sense of his military misconduct, recommended him to mercy in consideration of the extenuating circumstances disclosed in the proceedings." That having sent the evidence back for the reconsideration of the Court (which confirmed its original finding) the effect that would be produced by the publication of his reasons for not concurring in the finding of the Court, and acting on its recommendation to mercy would be to weaken the independence of Courts-martial, bring contempt on them in the eyes of the public, and materially affect the discipline of the army. His Royal Highness expresses his entire agreement with the opinion of the Judge Advocate-General on the verdict of acquittal on the first charge, which is announced in these words: " Speaking generally, the prisoner admitted the facts which were specified in the several instances of the first charge, and which were given in evidence by the prosecution, but he denied the fraudulent intent, which was the gist of the charge. The Court accordingly in acquitting him, must be deemed to have taken the facts as proved and admitted, and to have come to the conclusion that the fraudulent intent alleged was not established. This question of Captain Jervis' intention was very difficult and complex; it was to be determined only by a fair and just consideration of all the evidence which the Court had heard and seen, and of all the surrounding circumstances, and as such was within the special province of the Court. The evidence at it appears to me, admitted reasonably of a conclusion of the prisoner's guilt, or of his innocence. No point that could possibly be urged in favour of a conviction was omitted in the very able reply for the prosecution, and all the arguments which could tell against the prisoner was accumulated with remarkable subtlety and ingenuity in the minute and accurate analysis of the whole case drawn up by the Judge Advocate-General of Bengal, when the Court was ordered to re-assemble for the purpose of revision; and this last document was submitted to the Court with the further sanction and authority of the Commander-in-chief. The Court deliberately found in favour of the prisoner, and I do not feel myself justified in saying that such finding was wrong."

The Duke considers that the proper and obvious course for Sir W. Mansfield to have pursued, when he found he could not agree

with the finding of the Court, and act on the recommendation to mercy, was to have referred the whole proceedings to England to be submitted to the Queen, and thus to have relieved himself from all responsibility. With respect to the manner in which the officers, composing the Court-martial, had conducted the inquiry, the Duke requested that it should be made known to them that he considered they had performed their duties with "marked impartiality and sound judgment."

The reply of Sir W. Mansfield to this Despatch was a protestation that he had acted in the case, "one of the most difficult which ever tried the patience and endurance of a general officer in high command," with the most earnest desire to do what was right; and that every thing had been done according to law. That he had so well foreseen what would be said about the trial, that shortly before it took place, he said to the Judge Advocate-General of the Bengal Army, "Has anything been forgotten? Could it have been possible to have let the man get away without a trial?" and the answer was "I do not think so; you must have brought him back to trial if he had gone away." He justifies the reliance he placed on this opinion by the example of the Duke himself, who had been guided by the opinion of the Judge Advocate-General in England. Also that the conduct of Captain Jervis in refusing to give up the books, vouchers, &c., conduct which the functionary just mentioned so strongly condemned, was the cause of all that subsequently occurred. The peculiar instructions for the aides-de-camps to which the Duke had alluded, he had written in order that they might see exactly what was required of them; but chiefly for the benefit of Captain Jervis, who had been guilty of bad temper, and even rudeness, in his house. That as to a personal interview with Captain Jervis, to investigate the charges against him, he felt too much hurt and provoked at finding he had been keeping a shop on his estate, and that the customers had been led to believe that they were conferring a favour on him. That in the examination of his servant, the man knew that his statements were being written down, and would be forwarded immediately to Captain Jervis. Further, that an investigation made in the presence of the accused might have made the matter still worse for him by inducing him to add another offence to that with which he was charged. Also that when he directed the revision by the Court of their verdict, he was aware that Captain Jervis had been acquitted of the first charge by a majority of nine votes against six, and on the second charge by eight votes against seven. He defended the course he had taken, as being the duty of the Commander-in-chief, and that he would have been guilty of cowardice and neglect of duty if he had suffered the fear of public censure to have prevented him from doing it. He submits that provocation may be taken into account in the single act of insubordination, but not when there is a series of such acts, shewing deliberate and wilful breaches of discipline.

It has generally been the custom, in India, for the Commander-in-chief to give his reasons for disapproving of a verdict when confirming the proceedings of a court-martial after revision, a custom held to be necessary in consideration of the unlearned character of courts-martial; and when delivered, it is out of the power of the revising officer to interfere either with the verdict or sentence, except in mitigation of the latter, and that he had himself acted in that way in every instance; in fact, on two occasions during the progress of Captain Jervis' trial, and that it was no more than justice to do the like in his case. He did not perceive that it made any manner of difference that he was himself personally concerned in the matter. That as Commander-in-chief he felt that he ought, and did raise himself above every such feeling, and that in so doing he had but followed the example of the late Marquis of Hastings, and that if he had acted injudiciously, he had the great authority and precedent for acting as he had done.

He supposes the converse of the case, that an officer, in whom he was greatly interested, had been found guilty, in face of a strong evidence of innocence, and asks if he would have been justified, because of his personal interest in the officer, to have suffered him to be led out to the severest punishment, if he had an unalterable conviction of his innocence.

As regarded the matter contained in the paragraph in which the recommendation to mercy was balanced against the absence of full and honourable acquittal of the prisoner, it was his duty to place on record a fact with which he had long been acquainted, namely, that it was through no accidental omission that the Court-martial, which tried Captain Jervis, recorded a simple acquittal on the first charge; some members did actually propose the words fully and honorably, but the proposal was summarily put aside by the Court, and that he was aware of this fact when he forwarded the finding and sentence of the Court.

The importance of this admission being fully recognised by the prisoner who said, that if a full and honourable acquittal were not recorded in his favour, he would be branded in society. He again repeats his conviction that, if being unable to concur in the verdict of the Court, he had referred the whole matter to England, to be submitted to the Queen he would have been guilty of shrinking from the due performance of a painful duty, and that he had elected to stand the brunt of a public outcry, rather then devolve responsibility on his superiors, and that he had acted in the same way, under similar circumstances, on a previous occasion, and that his conduct in that case had been finally justified after he had suffered from the censure of Government, and the dissatisfaction of the public. In conclusion, he hoped his Royal Highness would give him credit for being actuated by the simple desire of placing before him what he believed to be sound and truthful views, and so to vindicate himself from the serious errors of judgment laid to his charge.

In a subsequent despatch, Sir W. Mansfield deals more particularly with the Judge Advocate-General's letter referring to certain questions on which he had asked his legal opinion. As regarded the first charge against Captain Jervis, which as he says, turned on the technical distinction between felony and misdemeanour, it would, if proved, and if innocent intention had not been shown, have rendered the prisoner amenable under the 101st section of the Mutiny Act. He defends his conduct in referring the matter to a court-martial on the ground that it was the fittest tribunal to decide in a case in which the general officer in command was personally concerned, as it placed him and the accused on equal terms. That in ordering the Court to revise its finding, he acted under legal advice, and in opposition to his own personal wishes, and that in so doing he did not influence the Court at all to alter its finding, but that it was merely a continuance of the case for the prosecution, and that the revising officer could not be looked upon in the light of a judge. The next paragraph, in which he refers to the revising officer, is so obscurely worded, that we quote it as it stands, " after sentence, the revising officer being then in a different position, can, in his capacity of command, carry out, mitigate, or remit a sentence, though he can in no case add to, or alter it." How the revising officer can exercise the one without doing the other, it is difficult to perceive. The General again maintains that in his opinion he would have been shrinking from his duty if he had suffered Captain Jervis to have rejoined his regiment with the stain of fraud and insubordination on him, because he was himself personally concerned in the matter; but at the same time he admits that if he could have foreseen that the English press would have influenced public opinion against him so unjustly and unfairly on the strength of the statements of the Indian press he would have been tempted, though sorely against his conscience, never to have stirred in the matter, but as neither he nor his advisers could foresee what has happened, the only questions they had to ask themselves were: 1. Were the facts brought to light capable of ready proof? 2. If they were proved, did they, till explained, amount to scandalous conduct in an officer? 3. Was there any such simple explanation as we were bound to reach by conjecture? The facts, he says, were not only proved, but admitted by Captain Jervis; in the second place, he assumes that everybody will admit that till explained away, they did constitute scandalous conduct; and on the third point, he quotes the conclusion of the Judge Advocate-General himself, that the arguments for and against Captain Jervis's guilt were evenly balanced.

Captain Jervis, in a letter to Sir W. Mansfield, dated April 20, 1866, says that the books are complete to date, and that he will be happy to go over them with the General whenever he should appoint. As to the accounts, he says, " the general statement of accounts you have seen to a recent date. The other shall be com-

pleted and shown to you very shortly. The books, which you can see at a moment's notice will convince you that every thing is right." Following this note, there is a paragraph in the correspondence which states, "as shown by the Court-martial, Mr. Jervis had been in vain importuned for his accounts from May 1 to May 14. After that date Mr. Jervis, being under arrest, was ordered to submit them for audit by a confidential committee, which he finally declined to do on May 22, this absolute refusal having led to his Court-martial." Following this, is a letter from Captain Jervis, which it is only just to that officer to give entire, and which we are sure will awaken a kindly sympathy towards him, whatever may be the opinion held by the reader respecting his conduct.

"From Captain Scott Jervis, 106th Light Infantry, to the Adjutant-General of the Army; dated Simla, 10th September, 1866.

"I have the honour to request you will do me the favour to submit the following statement for the consideration of his Excellency the Commander-in-Chief.

"When, in the beginning of May last, the accumulation of charges preferred against me by his Excellency had distressed and completely overwhelmed me, I brought against his Excellency, in the civil court, two suits; one for the recovery of the balance I considered due to me on account of the house I was building for his Excellency; the other for the balance due to me on the house-expense account. These suits are now pending in the civil court.

"I will not enter into the reasons which prompted me at the time to institute those suits; I will only say that, whether right or otherwise, I believed then, and I conscientiously believe still, that the amount for which I sued was really due to me; but that I was at the time, and have been since, under the influence of an excitement which may, perhaps, on a consideration of all the circumstances of the case, be understood.

"The court-martial, which was the consequence of the events of May last, now, however, is over; the events which occurred subsequently, and for which I have expressed my contrition, have led me to reflect upon the whole proceedings of the case, and I have been brought to the conclusion that my conduct in instituting civil suits against the Commander-in-Chief of the Army was, at least, unmilitary and improper. It is not, perhaps, too late now to make the only amends in my power.

"In that view, I beg you will do me the favour to inform his Excellency of my intention to withdraw the two suits in question, and to leave their settlement unreservedly to his Excellency's sense of what is fitting and correct.

"Similarly, I beg you will inform his Excellency of my intention to withdraw the suit I have instituted against his Excellency for libel, and to express my regret for having entered it.

"In making this communication I have only, in addition, to

express an earnest hope that my motives in submitting it may not be misunderstood. They are simply what I have stated them to be, the conviction now forced upon me that it was wrong and unmilitary on my part, no matter what might have been my idea of the treatment I had received, to institute civil suits against the Commander-in-Chief. I may perhaps be permitted to add that my feelings were wrought up to a pitch at which I could not control them, by the idea that his Excellency, to whom I have devoted myself entirely for so long a period, and whose every interest I had regarded pre-eminently as my own, should have considered me guilty of the offences charged against me. On the charges so preferred I have been brought to a court-martial. To the finding of that court I must submit. But whatever it may be, I beg permission to assure his Excellency that the accumulation of charges utterly overwhelmed me, and that the revolting nature of the principal charge, which I again solemnly declare to have had no foundation whatever, alone drove me to the course of resistance which I adopted.

"With respect to the military charges, I trust it may not be considered an impropriety if I take this opportunity of expressing my regret that I should have comported myself in any other way than as a soldier owing military obedience to competent authority.

"I take this opportunity, likewise, of expressing my regret for, and retractation of, any reflections or imputations which might have been considered to have been made or implied against his Excellency in the course of this trial.

"In conclusion, I will only express a hope that this acknowledgment of the errors I have, under an excitement which was perhaps natural, committed, and my atonement, the only one in my power, which I have made, may be as satisfactory to his Excellency to receive as it is to me to make it."

Colonel H. E. Longden, by direction of Sir W. Mansfield, replies to this letter of Captain Jervis in the following manner. That he was gratified that the tardy avowal of error had come voluntarily, but in reply to certain passages in the letter which seemed to imply that his Excellency had yielded to ex parte statements without due investigation before the formal inquiry was ordered, he reiterates that he was compelled to take the course he did and supports this statement by the same arguments already given in the communications addressed to the Commander-in-Chief. The money claims of Captain Jervis were to be referred for settlement to a committee of audit.

On 26th September 1866, Sir W. Mansfield's counsel wrote to Captain Jervis' counsel, Mr. Taylor, requesting him to furnish bills, receipts and vouchers relating to the accounts in order that an immediate settlement might be effected. The reply to this request was that Captain Jervis was not inclined to enter into the

question of the accounts; and that he was very much surprised that the whole of the account books and papers had not been sent to the Duke of Cambridge, inasmuch as they were connected with important questions that arose and were discussed during the Court-Martial. The reply of Mr. Plowden to this communication is that all the books and papers forming the appendix to the Court-Martial proceedings had been forwarded to England, but that it was not necessary to send all those which had been examined by the Court-Martial which the Court had not seen fit to attach to its proceedings; and he says not unreasonably, that the settlement of accounts being the object desired, it was quite beside the question to express surprise that the books which would enable this to be done forthwith were on the spot instead of being where they would be inaccessible; and further that the opportunities afforded to Captain Jervis to settle this matter of the accounts had been prevented by his own conduct in withdrawing the civil suits just when they were about to be decided; and by offering every obstacle, legal or otherwise to a settlement, notwithstanding that he had been constantly pressed to wind up the business by, and on behalf of Sir W Mansfield. In conclusion, he gives his own statement of the account in which he makes it particularly clear that neither legally nor morally was his client indebted to Captain Jervis; on the contrary, it was Captain Jervis who was indebted to him. Also that the claim of Captain Jervis on account of money spent on the residence of the aide-de-camps was groundless, Sir W. Mansfield having actually paid 7365 rupees on that account, though according to the agreement between them he was only liable for 2000 rupees.

This correspondence and a statement of the account as made out by Mr. Plowden and Major Gordon were sent to the *Englishman* for publication; but the accuracy of the statement of account was impugned by Captain Jervis in a letter addressed to the editor of that paperon the 27th of October, 1866, on the ground that it was imperfect, and along with this letter he sent a balance sheet which he averred was as complete as he could make it under the circumstances, and this represented Sir W. Mansfield as indebted to him 3662 rupees.

To this succeeds a sharp letter from Mr. Plowden, complaining that the letter addressed to himself had been sent to the *Englishman* for publication, together with the statement of account before it was sent to him, so that he saw it for the first time in print. Also that the sending of this letter and account had been purposely delayed until Captain Jervis and his counsel were on the point of leaving the country; and in concluding this letter, which is much to the purpose, and very damaging to Mr. Taylor's case on behalf of his client Captain Jervis, he says, "the only further action I will consent to take in this matter is to put Mr. Jervis into court, and to bring the allegations of my client's indebtedness to him, to which he so carefully confines himself, once more to the test,

which Mr. Jervis found it expedient first to apply and then to abandon." (Referring to the action in the civil court.)

A memorandum of the circumstances connected with the Court-Martial is published with the correspondence, but a great part of this being included in the preceding pages requires no further notice here, but there are some points which will be considered interesting that have not been adverted to. It seems that Captain Jervis had neglected some portion of his duty, or what his General considered such, and that a feeling of soreness was thereby originated, which led to a correspondence, in which Captain Jervis was directed to give up a portion of his duties as Controller of the Household to another aide-de-camp, to which he, with a feeling which can be easily understood, objected, expressing a desire to give up the whole of the duties connected with the post rather than a portion of them only. He was told that so long as he remained an aide-de-camp, certain duties that were assigned to him were military duties; to which he is said to have assented. In reply to allegations of the native newspapers that his duties were to some extent servile ones, it is answered that the position of the household of the commander-in-chief was so exalted, and that these duties were so important, and it was so impossible for the commander-in-chief to attend to them himself, that the number of aides-de-camp was apportioned by the State for the special performance of such duties; which so far from being derogatory to his status of an officer and a gentleman, that they could not be properly performed by anybody who was not an officer and a gentleman.

Shortly after the little squabble mentioned above, another arose which led to more correspondence, which ended as before in a kind of understanding. It is obvious, however, that these disagreements could not fail to leave behind them a poison which only required a slight cause to develope into a serious complaint. This cause arose from some charges made by Sir W. Mansfield's butler arising out of the management of a sheep farm. This farm was established by Captain Jervis in compliance with the General's desire, but in his own name, though this was not known to the General, and it was explained by his aide-de-camp subsequently as a necessary consequence of his agency. The General says that in the accounts kept he was charged as a retail customer, and made to pay a higher rate for the meat supplied to his household than was justified by the price paid for the animals. When Sir W. Mansfield became aware that the farm was not conducted in his name, he made some inquiries of the butler, of the nature of which, as is stated in a previous part of this paper, Captain Jervis was informed, and he was requested to return at once to Simla, and he might then see the questions that had been put to the butler and his answers to them.

In the reply sent by Captain Jervis to this communication occurs

the following extract: "The whole or any portion his Excellency wishes of the farm, such as it is, Sir William can have at any time, or take it over with its accounts from its commencement, should he so desire. Abbey mentioned to me the other day, that Lady Mansfield thought that in taking charge of the establishment herself she should take over the farm; I told him that when her ladyship mentioned the matter again, to tell her that I did not desire her to take over any more than was convenient to her, but that anything she wished to have might of course be taken." The natural explanation of these words is, that though the farm was held in his name, and that he looked upon it as in some sort his, yet that he considered Lady Mansfield had a right to take what she pleased, and the manner in which he says this appears to imply that he did not think he was the real owner of the farm, or, in other words, that he had any right to hold it in opposition to the wishes of Sir W. Mansfield.

While this matter was still in abeyance, an order was put into the General's hands from an officer living in the neighbourhood, for supplies which included a joint of beef. This last item seems to have been the feather which broke the back of the General's patience. As this must have been bought at the bazaar, he was highly offended that he had been made to appear as a purveyor of dead meat, and he made inquiries which satisfied him that the purchasers considered they were under no obligation to him for allowing them to buy joints of mutton at the farm. He does not appear to gather from it the inference that the impression was general that the farm was really his, and that Captain Jervis was regarded as merely the nominal owner. The result of this unhappy misunderstanding about the farm was that Captain Jervis was removed from the staff.

Now it appears to us that if this matter had been discussed without any previous soreness engendered by other occurrences, it would have been very easily explained; and though the General might not unreasonably have been displeased at having been made to appear more kind and obliging to his neighbours than he felt disposed to be without his sanction being previously obtained, he would have seen that his aide-de-camp's error was merely that of assuming an authority beyond that which he was entitled to exercise, but which was not inexcusable in a man to whom so much was entrusted. We are quite sure that even in many commercial houses there are servants who exercise a discretion in far more important matters than these without previous consultation with their employers.

The natural result of calling Captain Jervis to account with such sharpness after he had laboured so long in his post, was to create a feeling of intense bitterness. It could not be otherwise if he had been ever so humble in disposition, seeing that he could not help feeling humiliated in his own eyes, as well as in the estimation of

all who knew him, at being told in this practical way that he was regarded as a mere house-steward. That he should, under the impression generated by this treatment, have acted with some degree of contumacy, however reprehensible in a military point of view, will not be regarded by civilians as constituting an offence of which a man need be ashamed.

The amount of aggravation created on both sides can never be judged by written statements. Who has not felt at some time or other the angry feelings originated by harshness, or oppression, or misconstruction, and how the brooding over such grievances day after day must have generated the bitterest hostility, and made both catch at every circumstance calculated to inflame this more and more. Under these circumstances, we can readily understand that no arguments were needed to convince Sir W. Mansfield that he had no alternative, when Captain Jervis refused to give an explanation to the officers deputed by the General to receive it, than to bring that officer before a court-martial; he being, of course, convinced beforehand of the guilt of his aide-de-camp, an assumption which lies at the root of the whole matter, but of which we, in common with most persons who have considered the matter without prejudice, do not consider as guilt involving moral turpitude.

Had the General been in the position of the colonel of a regiment and the dispute had been one relating to mess accounts, it would have been quite natural that the whole matter should have been referred to a court-martial for settlement, if the accused officer had refused to give an explanation to his brother officers; but General Mansfield's error was in not confining himself to bringing the whole matter before a court-martial, and entirely refraining from personally mixing himself up in a matter in which he was a party concerned; thereby raising the inference that he was actuated by malignant motives—an inference which we conceive what we have stated will show to be unfounded. In short, we think it must be evident that irritation was the chief cause of the unfortunate business; it caused Sir William Mansfield to regard as actual criminality that which was in reality no more than an abuse of authority at the worst; and the prosecution on such grounds led Captain Jervis to bring an action in the civil court for defamation of character, and to throw all kinds of obstacles in his power to everything which the Commander-in-Chief wished to have done.

The conclusion of this painful case, painful at least to all acquainted with either of the parties concerned is, that a grant has been made out of the Indian revenues to Captain Jervis of £1,800 as an equivalent for the value of his commission, on account of the peculiar circumstances of his case and of the recommendation to mercy of the court-martial.

THE STORY OF WAR-SHIPS, PAST AND PRESENT.

If it be rather too much to say that our modern war-ships are as superior to those of the ancients as the latter were to the primitive log floating on the waves, which perhaps originally suggested ship-building, still, it must be admitted that there is scarcely a point of comparison between the ships of the present day and even those with which Nelson won his victories, whilst the comparison would be utterly absurd and ridiculous if referred to the earliest productions of the naval art, even among the most advanced nations. It may, therefore, be interesting at the present time, when we are compelled to have misgivings even of our grandest achievements in this respect, to trace, step by step, the history of the various phases through which the art of naval architecture has passed, availing itself as it progressed of the various principles suggested by experience and scientific adaptation.

Unfortunately, in the investigation we find no precise description of the form of ships beyond a certain date. A few scattered descriptions, sometimes merely medals, are the only documents which give us an idea of the naval constructions of the first centuries of the Christian era. Thus we became acquainted with the "dromons" of the fifth century, war-ships evidently built in imitation of the ancient "biremes," having, it is said, fifty oars in two rows. Next we discover the "dragons" or "drakers" of the Normans in the ninth century, which were remarkable for drawing little water, the longest being from 120 feet to 135 feet in length, with more than sixty oars, a deck, a mast and sail.

I. A long interval of uncertainty then intervenes, and nothing precise in ship-building comes upon the scene before the period from the year 1200 to 1600.

The fleet which the sainted King Louis of France had constructed at Genoa seems to have been the occasion of remarkable improvements in the size and form of the ships. These were vessels with two decks, some large enough to carry one hundred horses, others capable of accommodating eight hundred passengers.

But the mariner's compass was not yet discovered or applied in Europe; and there can be no doubt that it was the application of this instrument which gave the first spring and stimulus to navigation, and consequently to the art of ship-building.

The principle of the mariner's compass was, apparently, well-known to the Chinese in the earliest antiquity; but its application in Europe only dates from the thirteenth century. The ability to make long and distant voyages promoted, if it did not necessitate, the construction of larger and better appointed vessels; and so, in process of time, the mariner's compass led to the discovery of America by Christopher Columbus.

The flotilla furnished by Spain to the celebrated navigator and expedited at Palos, was composed of ships called "caravels," of respectable dimensions, the largest of which, however, being the only one decked, and capable of carrying ninety men. Twenty years after the discoveries of Columbus, Magellan, the Portuguese navigator, sailed as far as the Isles of Molucca, by the west, and doubling Cape Horn, whereas before that epoch in navigation, the route was by doubling the Cape of Good Hope. This achievement began the era of voyages round the world.

The introduction of cannon necessarily caused great alterations in naval constructions. A French engineer, named Descharges, was the first to contrive port-holes along the sides of ships, taking the hint from the embrasures of forts

In the fleet despatched by Louis XII to the aid of the Venetians when attacked by the Turks, there were ships with port-holes, among others was the Marie-la-Cordelière, a ship of great renown in French history, chiefly, however, on acccount of her glorious destruction in conflict with an English cruiser. On the 10th of August, 1512, her captain was ordered to defend the passage of Saint-Mathieu, on the coast of Britany, against the English. He was vigorously attacked by the latter, and his ship set on fire: but instead of discontinuing the engagement to put out the fire, or surrendering, as the enemy expected, he boarded the English ship, and according to the historians of the time, "both vessels burned up like chips," and French and English went to the bottom.

In the following year another encounter took place between the French and English, in which it is said that the English flag-ship was sunk, and the rest of the enemy's fleet put to flight.

The ships of this period were flat and narrow, drawing little water, propelled both by oars and sails, and adapted to be hauled ashore. There were no roadsteads in those days.

The combination of oars and sails shows the tendency in man to cling to old expedients; and it was only when the small dimensions necessitated by this combination was abolished that maritime ports, harbours, &c., were established. This was during the reign of Francis I. and Charles VIII of France. The former founded the port of Havre, and Henry IV. made a fortress of Toulon, whilst at the same time great efforts were made to give ships gigantic proportions, in fact everything was sacrificed to create imposing masses, not without deplorable results. One great ship, named the Grand'-Nau-Française, built at Havre, could only find a mooring in the middle of the port, the builders having omitted to meet the serious difficulty of adapting the ship to the depth of water: so that at the ebb of the tide the Grand'-Nau-Française turned over, opened, and filled. She had to be demolished on the spot.

At the present day, a ship can be built to draw exactly any

depth of water; but it required a long time to attain such scientific precision, although the thing is, apparently, very simple from the reasoning applied to it. A floating body laden, settles down in the water in a regular way; there is a relation between the volume submerged and the cargo or weight of whatever it may consist. It was Archimedes who discovered the principle that a body which floats holds in the water the place of a mass of liquid, the volume of which is necessarily equal to that of the part under water. The total weight of the floating body (including freight) must be precisely equal to the weight of the volume of water displaced.

Such is the simplicity of the problem: but it is not always easy to satisfy its conditions; and when the plan of a ship is designed, required to carry all that is involved in her destination, a great exactness of appreciation is required to regulate the extent to which she must settle, or the water she will draw, when built.

Most of the ships of the epoch to which we are referring met with a very sorry fate. In England the Great Harry, of which we hear so much, was burnt. In France the Caraquon, of 800 tons, much smaller, however, than the Grand'-Nau-Française before mentioned, equipped, by the way, at the time when Francis I. was preparing to invade England, was also burnt at Havre. In Spain, the mighty fleet, boastfully styled the "Invincible Armada," equipped by Philip II. for the invasion of England, was disabled, dispersed, or shattered to pieces by a tempest.

This fleet showed the state of naval architecture at the end of the sixteenth century. The ships of the line of this period were commonly about 135 feet in length, and mounted from fifty to sixty guns.

In the time of Henry VIII. the royal navy consisted of one ship of 1,500 tons, two of 800 tons, three of 600 tons, three of 400 tons, and six or seven of smaller tonnage. At his death the royal navy was extended to fifty ships, making 12,000 tons, manned by 8,000 sailors and marines. Elizabeth's fleet, in 1588, consisted of 176 ships, with 15,000 tons; forty of the ships were of the royal navy, and two of them of 1,000 tons burden.

Henry VIII established the dock-yard at Woolwich, and a separate Royal Navy. Besides the Great Harry he had the Regent of 1,000 tons and 650 men, and the Henry Grace de Dieu with three tiers of guns, four masts, and very lofty poops and forecastles. Elizabeth's largest ship was the Triumph, of 1,000 tons, 60 guns, and 780 men.

II. The next period of naval architecture extends from the year 1600 to 1700.

The glory of creating a permanent and well organized navy for France belongs to Richelieu. At the accession of Louis XIII, Britany, Guyenne, and Provence constituted three distinct admi-

ralties, which were rivals among themselves, and all of them independent of the throne. Louis XIII purchased the surrendry of their titles, abolished their office, and appointed Richelieu "Grand Master and Superintendent of the Navy."

Thereupon Richelieu set to work with his well-known vigour. He called a meeting of the notables of the time, and made them the following address, which is of curious historic interest, and does great credit to that astute but patriotic statesman:

"You have to exert yourselves for the establishment of commerce as the means best calculated for enriching the nation. Our neighbours subject us to all the rigour of their regulations; they set a price on all our merchandise, and oblige us to take theirs on any condition they choose to name. Pirates and Turks and others disguised as Turks, ravage our coasts, and carry off the King's subjects captive to Barbary.... They put a stop to your cod fishery at Newfoundland, your whale fishery at Spitzbergen; and by degrees what remains of France will be lost if we remain any longer inactive. Our supineness is the more reprehensible, inasmuch as we have in the kingdom all the means necessary for making us strong on the ocean, since we even furnish them to our neighbours. We have extensive forests and iron for the construction of ships, canvas and hemp for sails and cordage.... We have all the means of furnishing biscuit, wine, cider, beer, sailors and navigators in abundance. We have the best ports in Europe, and what is very remarkable, we hold the keys of all navigation from east to west, and from south to north."

This address made a profound impression on his hearers, and Richelieu was requested to continue his efforts for the establishment of a fleet of forty-five vessels of war, and to appropriate to the undertaking the annual sum of 1,200,000 livres.

As soon as foreign and domestic affairs set free his hands, Richelieu set to work. The port of Brest was considerably developed; Brest, Havre, and Brouage were constituted royal dock-yards; a staff directly charged with the construction of ships was appointed; and in a few years France possessed a fleet of fifty-six vessels of war.

Death prevented Richelieu from completing his work. Under Mazarin the French Navy languished, very few ships being added to it, and these of small importance. At the accession of Louis XIV the French Navy, properly speaking, had ceased to exist.

Things changed, however, when Colbert came into office. Under this eminent and far-seeing statesman, life was restored to the colonial system of France; her merchant navy became flourishing, and the royal navy, its protector, was placed on a formidable footing. Brest and Toulon were enlarged, Rochefort was built. Skilful ship-builders came upon the scene, such as Coulomb at Toulon, Hubac and Pangolo at Brest, the latter

being the builder of the Lys, the favourite ship of the famous Duguay-Trouin. To these eminent men is due the honour of having created, with that perfection of form which has always characterised the French school of naval architects, all the types of the early French navy.

The French introduced ornamental designs in ship-building, and carried it to a fantastic extent. The celebrated Puget supplied the builders with wonders of decorative art—sculptures, caryatides, frieses, paintings, and gilding were pompously displayed on every part of the ship susceptible of ornamentation. The specimen now to be seen in the Museum of the Louvre, the model of the Soleil Royal, of 110 guns, is a faithful type of the time in question. Colbert encouraged this lavish decoration of ships, which long continued to be characteristic of the French navy. It is just the reverse now-a-days; rational shape and formidable power constitute the beauty of modern ships, if they have not completely reversed our ideas of taste, making positive ugliness the symbol of ideal beauty. Certainly in looking at an iron monster we are compelled to say that "the beauty of the thing" is in her ugliness.

Thanks to Colbert, Louis XIV was soon enabled to join to his preponderating land force a redoubtable navy. That was the brilliant epoch of French naval history when Duquesne and Tourville, Duguay-Trouin and Jean Bart chastised the pirates, checked, if they did not humiliate, England and Holland, and gave proof in every sea of French power and greatness.

Meanwhile, however, it was not likely that England would remain inactive during this development of her neighbour's naval resources. The Prince Royal was built in 1610, she was 1,400 tons burden, and mounted 64 guns. About thirty years after appeared Phineas Pett, a graduate of Cambridge, who gave great development to ship-building in England. He built, in the reign of Charles I, the Sovereign of the Seas, his master-piece, 210 feet in length, 1,600 tons burden, and pierced for 86 guns. That was in 1637. In 1679 the Navy of England consisted of 76 ships of the line: and at the Revolution, of 173 ships of all sizes: in the reign of William III, of upwards of 270 men-of-war, measuring about 160,000 tons.

The introduction of science into the art of naval architecture was the characteristic of this epoch. The Chevalier Renan, of whom Voltaire said that "he turned out to be an excellent sailor by dint of his genius, before he ever served," began a warm controversy respecting the proper form of ships, in the Council of Naval Construction at Paris, and discussed with the learned Huyghens and Bernouilli the theory of correct manœuvring. A learned Jesuit supplied the Navy with a manual of navigation, &c., which was subsequently adopted for our midshipmen and officers. It was during this period that types of ships of the dif-

ferent sizes became fixed and defined, with a simple nomenclature sufficient to qualify them—vessels, frigates, and corvettes, with three masts,—brigs with two; the "vessel" with at least two tiers of guns or two covered batteries; the frigate with one; the corvette being a reduced frigate.

About the same time the great discovery was made, which was destined to make the first innovation in ship-building, Papin appeared, and he was unquestionably the first who propelled a boat with steam.

He had studied medicine at Paris, but at the Revocation of the Edict of Nantes, he took refuge in England, where he invented his famous Digester, a contrivance for raising water to a much higher temperature than the ordinary boiling point, thus augmenting its dissolvent power, an instrument now used for extracting gelatine from bones, which is impossible with ordinary boiling water. After his sojourn in England, Papin led a wandering life, finally settling in Hesse-Cassel, where he published his "New Method for obtaining considerable forces at small cost," and where he constructed his primitive steamer, the Pyroscaph (or fire-boat) as he called it. The sucess of his experiment excited envy, and anxious for the future of his invention, he resolved to go back to England; but at the entrance of the Weser he was stopped by a party of sailors, who got him imprisoned, and broke his Pyroscaph to pieces. An entire century passed away before new attempts prepared the introduction of steam into navigation.

III. The period from the year 1700 to 1800 was a great epoch of development in naval architecture, the size and number of war-vessels especially in England. At the death of George II., the Navy consisted of 412 ships, measuring 321,000 tons, and during the great French War, there were in commission from 100 to 106 ships of the line, from 130 to 160 frigates, and 200 sloops of war, besides smaller vessels, amounting to another 500, and measuring between 800,000 and 900,000 tons.

It may be just as well to state that it was only in the latter half of the eighteenth century that England became a great power. Until the year 1763 England was, in the scale of nations, a secondary power. The conquest of Canada and the establishments in India, and eminently her naval superiority, together with her colonies and her trade, raised her then to the first rank among the nations. She suffered a deep blow by the separation of the American colonies and the expenses of the war; but in 1792 she had re-attained the summit of internal prosperity and foreign ascendancy. The war against the French Revolution and Napoleon, then employed for twenty-three years all the resources of the kingdom, and exhausted them. The real property of the kingdom was mortgaged by and for the Government, and money was artificially lowered in value by paper as 4 to 1. Still England was great, and all greatness is costly.

In France, during this period, the Navy created under Louis XIV. declined. France had then to contend against all Europe, and was forced to lavish all her resources on her land army. Still, Brest, Toulon, and Rochefort were largely furnished with the means for constructing and arming ships of war, and Lorient, soon after, constructed for the French East India Company, was destined ultimately to form part of the Navy.

There is, no doubt, at the time in question, England dominated France. The French ministers, Dubois and Fleury, under the peace-at-any-price system, completely neglected the Navy rather than give umbrage to England.

Under Louis XIV. flourished the celebrated engineer Ollivier, and early in his career he was sent to England to observe the naval works of the foreigner for the benefit of his own country; but what was very remarkable, he found that here in England the qualities of the French ships were considered superior to those of our own. Two ships, built forty years before by the brothers Coulomb, and captured by the English, were considered by the latter such good sailers, that they took them for models on all occasions; and this preference continued to the end of the period. A writer in the European Magazine, in 1789, said that "a candid builder must admit that there was a not a single improvement in English ship-building that did not come from France, and, in calling to mind the last wars, it was evident that every ship taken from the French was selected by the English officers in preference to those of the country."

The French, under the direction of Ollivier, had modified the bows of their vessels, hitherto fashioned with exaggerated prominence. Ollivier also directed his study to all the details of building and rigging; he traced excellent designs, remarkable for their completeness; but, unfortunately, died before their accomplishment, which, however, were worthily carried out by Groignard, the inheritor of his traditions.

If, during this period, events presented no glory to the French Navy, it is certain that it was progressing in a career in which, perhaps, it will always remain without a rival—in that of scientific application.

Up to that time, a ship's stability—the quality by which she rights herself incessantly, in spite of the inclinations caused by the waves—was a matter of chance, without any principles for its attainment. A vague idea existed of the advantage of ballasting ships, or stowing away in the bottom the heaviest portions of the cargo; they even had a notion of the great influence of width of beam on flotation; but that was all. If the ship, when built, was not considered sufficiently stable or "stiff," the defect was remedied by subsequently fixing a girdle of wood on her flanks, in order to give her the requisite width of beam. Bouguer was the first to demonstrate in a simple and clear manner the relation ex-

isting between the stability and the contours of a hull of a given volume; and his method has been improved and perfected by two eminent naval engineers of the present day, M. Charles Dupin and M. Reech, the director of the 'Ecole d'application du Génie Maritime,' and this method is now adopted by the shipwrights of all nations.

A few words respecting this stability or stiffness of ships may not be out of place. It may surprise the reader to hear that in this, as in many other things, the best may turn out to be the worst of results. It will be evidently dangerous for a ship not to be stable on the waves, but it will be much more dangerous if she is too stiff. Constantly subjected to the moving action of the waves and the winds, the ship, on one hand, is drawn incessantly from the perpendicular; on the other, she tends to right herself, however small her stability,—just like a plumb-line oscillating on either side of the vertical, when it is drawn therefrom,—and this is what is called the roll of the ship. Now, if a ship has a too decided tendency to regain the vertical—that is if she is too stiff—the result is a most disagreeable amount of rocking for the passengers, and a pernicious strain on the masts and wood-work. Hence we see the great difficulty of giving to a ship the exact degree of stability which is desirable. The subject deserves all the attention of scientific men. The "Académie des Sciences" long ago proposed it to the learned, and it has formed part of the labours of the celebrated mathematicians Euler and Daniel Bernouilli, to whom we must add Groignard.

It was Sané who raised the construction of sailing ships to its last degree of perfection. He constructed under the name of 70, 80, and 118-gun ships, the typical plans of the ships which were henceforth to compose the fleet, and magnificent three-deckers which manœuvred like frigates. England is vastly indebted to him for some of the finest ships in the fleets of Nelson, preferred, as before stated, by our naval officers to any that could be built in England. It was, we believe, with reference to one of these magnificent three-deckers that the story is told of the enlargement of one of our docks for her reception as soon as she might be completed, commissioned, and captured.

(To be continued.)

THE OLD FORTY-SECOND, OR OGLETHORPE'S REGIMENT OF FOOT.

A MILITARY SKETCH OF THE LAST CENTURY.

In June 1737 "letters of service" were issued to James Edward Oglethorpe, Esq., Colonel in His Majesty's Army, authorizing him to raise and equip a corps of Infantry for service in the newly

founded Colony of Georgia, North America; which corps was further directed, by a subsequent order, to take rank in the Line as the *Forty-Second Regiment of Foot.*

By way of preface to the scanty details which comprise all the information we have been able to collect of the history and services of this brave old regiment, (for most of which, by the way, we are indebted to the recently published "Life of Oglethorpe," by Mr. R. Wright), it may be desirable to say a few words anent the Colony of Georgia itself.

The extensive country south of the River Savannah had long been a kind of debatable border-land between the possessions of Spain and England; the former claiming it as a donation from the Pope, the latter by right of discovery.

In 1732, funds had been raised for the formation of a colony in this region, to be called Georgia, and Parliament had voted the sum of £10,000 towards the undertaking. The money was to be placed in the hands of twenty-one trustees, of whom Mr. Oglethorpe, then M.P. for Haslemere, was one, and was to be employed in equipping and otherwise providing for such poor persons as should be selected to go out and begin the settlement. The land was formally ceded to England by the Indians, and the foundations of the future city of Savannah were laid on July 7th, 1738. But the increase in the Colony during the six ensuing years, and the threatening attitude assumed by Spain, had led the trustees to seek for additional aid from Government; an application which was met in part, by the offer of a regiment for the defence of the new settlement, the post of colonel being conferred on Mr. Oglethorpe. The regiment was to consist of six companies of one hundred men each, to which a grenadier company was aftewards added.

The battalion, according to contemporaneous reports, was raised very soon, because, we are told, Colonel Oglethorpe disdained to make a market of the service of his country by selling commissions, but got those officers appointed who were gentlemen of character and family in their respective counties. He likewise engaged twenty young gentlemen of no fortune to serve as cadets, whom he afterwards advanced by degrees as vacancies occurred; and to each cadet he presented upon his promotion a sum sufficient to provide him with whatever was requisite for his appearance as an officer.

He also carried with him forty supernumeraries at his own expense, "a circumstance very extraordinary in our armies, especially in our plantations."

Among the supernumeraries was an officer who held the rank of "regimental advocate," a post which we surmise was probably suggested by the "regiment's auditor" attached to each battalion of the Austrian Imperial army, with which Oglethorpe himself had served as a volunteer in the days of Prince Eugene.

In order to excite among the men a personal interest in the province which they had enlisted to defend, and to induce them

eventually to settle therein, every man was permitted to take out a wife, for whose support extra pay and rations were allowed.

A portion of the regiment sailed under the ommand of Lieut.-Colonel Cochrane, and reached Charleston early in 1738, whence they marched overland to Savannah. The remainder of the regiment under Colonel Oglethorpe, amounting to six hundred men, women and children, embarked at Portsmouth on July 5th, 1738, in five transports, under convoy of the Blandford and Hector men-of-war, and reached St. Simons on the 18th of the September following. The voyage was not without its troubles. In a letter from Plymouth, dated on board the Blandford, Oglethorpe writes thus:—

"We have discovered that one of our soldiers hath been in the Spanish service, and that he hath strove to induce several men to desert with him on their arrival in Georgia.... Two of the gang have confessed and accused him, but we cannot discover the rest. The fellow has plenty of money, and he said he was to have sixty or one hundred crowns, according to the number of men he carried. He is very obstinate, refusing to give up the names of his correspondents. We shall not try him till we get to Georgia, as we hope to make more discoveries." And in another letter, dated Frederica, October, 1735, he says: "We have discovered some of our men who listed themselves, as spies. We took from one of them his furlough from the Duke of Berwick's Regiment of the Irish brigade.* They strove to persuade some of our men to betray a post to the Spaniards, who instead of complying, discovered their intentions. I have ordered a general court-martial.... One is a Roman Catholic, and denies that the King has any authority over him." These men were flogged and drummed out, an unwisely lenient sentence, as it eventually proved.† The exigencies of a distant command in these days, in good truth, needed a stern code of discipline.

A short time after we find Colonel Oglethorpe again writing thus: "The soldiers who came from Gibraltar (independant companies)‡ have mutinied. The king gave them provisions and pay at Gibraltar. He gave them but six months' provisions here, after which they were to live on their pay. On the expiration of their provisions, they demanded a continuance of them, and not being able to comply with their demands, they took up arms. One of them fired at me. After a short skirmish we got the better of them. One officer was slightly, and one of the mutineers dangerously wounded. Five are secured as prisoners to be tried by court-martial. We have strong reasons to suspect our neighbours have tampered with them."

* The 109th of the old French Line.

† Shannon, the chief ringleader, wandered about for some years, endeavouring to tamper with the Indians. He was eventually tried and executed for a murder.

‡ Some independant companies had been sent to garrison the colony, pending the arrival of Oglethorpe's Regiment.

But save in the exceptional instances first mentioned, and despite the untiring intrigues of the Spaniards, the conduct of the men of Oglethorpe's Regiment would appear to have been very good. That of some of the officers was not as satisfactory, notwithstanding the care taken by the Colonel in his selection.

Service in a newly settled colony, destitute of the occasional relaxations of general society, is seldom conducive to regimental harmony, and bearing in mind the prevailing habits of the army at this period, we perhaps cannot wonder that numerous misunderstandings, resulting in more than one court-martial, should have occurred soon after the arrival of the corps at its destined station. Of these, however, it is unnecessary to speak; we must turn our attention to the active operations which soon fell to its lot.

The regiment on its arrival had been broken up in detachments, stationed at the various frontier forts, and on the islands, where they still remained when war was formally proclaimed against Florida on October 3rd, 1739.

The British trade with America had for years suffered much loss and annoyance from the Spanish "guarda costas," which under frivolous pretences seized our merchant vessels, and carried them into their ports, where they were invariably confiscated and their crews treated with great cruelty. By a convention signed at Pardo in January, 1739, Spain had agreed to pay a sum of money by way of compensation to British subjects for those losses; the non-payment of which within the stipulated period, had led to a declaration of war. Admiral Haddock, with a powerful fleet, was accordingly sent to the coast of Spain; Vernon was appointed to a squadron in the West Indies, and Oglethorpe was ordered forthwith to annoy the Spanish settlement in the Floridas.

Operations commenced by a secret attack by the Spaniards on the Island of Amelia, in which they murdered two Highland Rangers who had gone into the woods unarmed, barbarously mangling their bodies, and retreating to their boats in precipitation on the appearance of the English guard.

By way of retaliation, Oglethorpe, with a strong detachment of the 42nd, some gentlemen-cadets, a company of Mounted Highlanders (!), and some Indians and boatmen, proceeded to the St. John and destroyed all the boats he could find, landing afterwards and proceeding a day's march in the direction of St. Augustine, the chief Spanish post. Having reconnoitred as far as he deemed it prudent, he retired to St. George's Island, from whence he despatched Lieut. Dunbar with forty men and ten Indians to examine the forts further up the river, and to destroy all the boats they could, so as to prevent the Spaniards crossing over into Georgia.

His despatches to the Secretary of State at this period give us some insight to the cost of these operations. He explains that regular infantry are insufficient for this sort of warfare, hence he has been obliged to summon some war parties of friendly Indians.

But inasmuch as the latter would lose their hunting and planting seasons, it would be necessary to give them food, arms, &c., and some clothing, which they would otherwise buy out of the proceeds of their hunting expeditions. He averages the amount required at £7 for each "brave" for four months.

The communications between the islands and with the mainland, he explains, necessitate the employment of armed boats; these he had equipped in the cheapest manner, by hiring just enough boatmen to navigate them, the rest of the men required for them being soldiers, who were granted free rations for the days they were on board.

A "periagua"* belonging to the Colony was thus fitted with four swivel guns, and carried twenty rowers and twenty more soldiers; her expense standing in the wages of a commander, a padrone, and six boatmen, the rest of the forty being soldiers, of whom those who took their turn at the oars only received free rations in addition to their pay.

The town of Frederica he proposes to fortify with a half hexagon or Vauban's system, having two bastions, two half bastions, and towers on their points. The walls to be of earth, faced with timber ten feet high in the lowest, and thirteen feet in the highest place, the timber eight to twelve inches in thickness; a wet ditch ten feet wide to surround the work; for which he allows three months' labour and an outlay of £500. Other small forts are to cost £100 and upwards each; and a field officer of the 42nd, acting as chief engineer, receives 15s. a-day extra pay while so employed.

But we must revert to the operations in the field.

In January 1740 a detachment of the regiment, with the Highland Rangers, some Indians, and a few pieces of artillery, attacked and burnt Piccolata, and captured the Fort of St. Francis, which had hitherto afforded a readily reached asylum to runaway slaves from Carolina.† Shortly after, instructions for an immediate attack on Florida being received from home, and the Carolinian Legislative Assembly having promised the assistance of a regiment of volunteers and an armed schooner, the forces destined for the enterprise assembled at St. George's Island, at the mouth of the St. Johns, on May 9th. They consisted of four hundred rank and file of the 42nd Regiment, some independant companies of horse and foot, which had been raised in Georgia, and a strong body of Indians. Next day Oglethorpe with these troops landed on the Florida bank of the river, and encamped the same night at

* Periagua, a flat bottomed boat of about 40 tons, with poop and forecastle, but no intermediate deck, impelled by oars, but carrying as well two small masts, schooner-rigged, which could be struck when necessary.

† Slaves been prohibited in Georgia on account of its proximity to the Spanish settlement, which offered an asylum to all fugitive slaves. The Spaniards had a black regiment, officers and soldiers alike Negroes, receiving the same rates of pay as European troops.

Lacamela, half way to St. Augustine, sending forward a detachment of Indians and light troops to invest Fort Diego, which ultimately surrendered, and in which he posted a detachment to cover his retreat in case of misadventure before St. Augustine, and to keep open the communication with Georgia. After a few more unimportant movements he formed a camp on the Florida shore, to await the arrival of the troops from Carolina. In the meantime, however, he learned to his chagrin that six Spanish galleys and two sloops, with two hundred men and an ample supply of stores, had succeeded in making their way into St. Augustine.

The city of St. Augustine was strongly fortified, and possessed a garrison of two thousand men and a strong force of artillery. Oglethorpe could not enter on a regular siege, having neither a sufficient number of troops to invest the place, pioneers, nor other means of carrying on the approaches; and any attempt to to take it by a *coup de main* from the land side, must not only be unsuccessful, but cause heavy loss, unless a simultaneous attack could be made on the water side. It was accordingly determined that when the men-of-war with the reinforcements arrived off the bar of the north channel, Oglethorpe should march to St. Augustine with his whole force, and give notice by a preconcerted signal that he was ready for the attack, which was to be answered from the shipping. He marched accordingly, destroying Fort Moosa *en route*, and as soon as his arrangements were completed, made the signal agreed on, but to his utter surprise had no countersign from the fleet, the Commodore considering the plan, as he afterwards stated, unfeasible. Disappointed in this project, Oglethorpe next essayed to reduce the town by bombardment, by carrying the Island of Anastatia by storm, and constructing batteries thereon.

But although the fire opened vigorously, and was returned with equal spirit by the fort and gallies for several days, little harm was done on either side. The Commodore had meanwhile ordered off the man-of-war which had been hitherto stationed outside the bar of Matanzas Sound, in consequence of which several sloops from Havannah with provisions, and a large reinforcement of troops got into St. Augustine, and all hopes of reducing the garrison by starvation (they had run short of provisions) were at an end. As a last resort it was determined that the men-of-war boats and the colonial sloops, with the Carolina Volunteers, were to attack the half gallies in harbour, while Oglethorpe with the troops made a simultaneous attack on the land side. Six and thirty cohorns were brought up, and fascines, ladders, &c., in abundance provided for the assault. Instead, however, of the signal he anxiously looked for, Oglethorpe received notice from the commodore that "the hurricane season being at hand, it was deemed imprudent to hazard His Majesty's ships by remaining longer on the coast."

After the departure of the fleet, the Carolina Volunteers, who had long been in a turbulent, disobedient state, became more trouble-

some than ever. They rendered little or no service, and many deserted. The brunt of the work consequently fell on the 42nd and the independent companies, who were now so enfeebled by fatigue and the heat of the climate, that nothing remained to be done but to effect a safe retreat. The artillery and stores having been embarked and safe out of the harbour, and the Carolina Corps having already taken their departure, the 42nd and the Independents, after repulsing a vigorous *sortie* of 500 Spaniards at the point of the bayonet, started with drums beating and colours flying on their homeward march, which they concluded in safety.

During the next two years the services of the regiment were chiefly put in requisition as Marines; in which duties, however, they were constantly engaged with the enemy.

Thus, on the 16th August 1740, it being reported that a large vessel lay at anchor off Jekyll Sound, evidently with hostile intent, the guard-sloop and two other small vessels, with a strong detachment of the 42nd on board, started in pursuit. Before they got down to the bar a storm arose, and when it was over, the vessel was out of sight. They then set sail for Florida, and by daybreak on the 21st, discovered a ship and sloop at anchor five leagues distant. It being a dead calm the boats were ordered out to tow. By noon they came up with the enemy, who opened fire, which was so promptly returned that the Spaniard weighed anchor and ran over the bar. The English kept up the engagement for more than an hour, but were unable to board. The Spaniards now thought it time to make for the town, and six half galleys came out and covered their retreat. The English anchored in sight of St. Augustine's that night, proceeded next day as far as Matanzas; finding no shipping there, returned again and cruised off the bar of St. Augustine's for several days, and having thus alarmed the whole coast of Florida, returned to Frederica.

Again, in January 1742, we read:—The Spaniards had fitted up a sloop taken from the English and made her a privateer. She had been dispatched to Hispaniola for provisions and clothing, of which the garrison of St. Augustine stood in great need, and, on the 29th, had again arrived off the bar of the latter port. The Governor* sent out the half galleys, with two hundred men, to convoy her in, but the weather blowing fresh, the galleys had to run over the bar, and a pilot was left on board to bring the sloop over at high water. Meantime, great rejoicings were made by the Spaniards, the guns being fired and parties being sent out into the woods to collect materials for bonfires; these were immediately attacked by a party of Creek Indians, who killed several, and brought back five as prisoners to Frederica. While these events were falling out on shore, the Georgian guard-sloop, with a party of the 42nd regiment on board, came up with the Spanish sloop before there was enough water over

* Oglethorpe held a Commission of Governor of Georgia, and the local rank of Brigadier-General commanding the troops in Georgia and Carolina.

the bar for her to cross, carried her by boarding, and brought her off in triumph to Frederica.

Later in the year, the Spanish forces at St. Augustine received extensive augmentations from Cuba, and an invasion of the English possessions appeared imminent. Nor was it long before these forebodings were verified.

On the 22nd of June, Oglethorpe received advices from Captain Dunbar, who lay with the guard schooner near Fort William, that fourteen Spanish vessels had attempted to come in there, and being driven out by the guns of the fort, had entered Cumberland Sound. He accordingly dispatched thither the Grenadier company of the 42nd under Captain Horton, and some Indians, who reached the island in safety. He himself soon afterwards followed with a detachment of his regiment in three boats. On entering the Sound they were attacked by the enemy. Two of the boats succeeded in fighting their way through the whole Spanish fleet, and, by taking advantage of the smoke to leeward, in making good their landing, while the Spaniards suffered so severely that four of their vessels subsequently foundered on the way to St. Augustine's for repair. Major Heron, who commanded at Frederica, and watched the engagement from the masthead of a vessel, concluded the General was lost, and sent expresses to Carolina for immediate assistance. Next day, however, to the great joy of the people, Oglethorpe returned in his schooner, having withdrawn the garrison from Fort St. Andrew, and reinforced Fort William. An embargo was laid on all vessels in port to assist in the defence, the detachments at the outpost were recalled, and additional companies of rangers formed. On the 28th, the Spanish fleet anchored off St. Simon's, but were unable to cross it, or to land any men for several days. The vessels in harbour were ranged as follows. The Success, an English merchantman mounting twenty guns, reinforced by one hundred men of the 42nd, and having springs on her cables in the centre, Oglethorpe's own schooner of fourteen guns and eighty men on the larboard bow of the Success, and on her larboard quarter, the St. Philip, fourteen guns and eighty men, and eight York sloops, close in shore, with one man on board each, to sink or run them ashore in case of being overpowered. On the 5th of July, with a favourable wind and spring tide, thirty-six Spanish vessels ran into St. Simon's, and were received with a brisk fire from the batteries and shipping. Twice they attempted to board the Success in vain, and after an engagement of four hours, in which they lost twenty men, they withdrew, and proceeded up the river to Frederica. Oglethorpe then ordered the soldiers ashore, and directed the vessels to make the best of their way to Charleston, which they reached in safety.

A council of war having been held, it was now resolved to destroy the works and stores at St. Simon's, and retire on Frederica, so as to be ready to defend the port before the Spaniards could reach it. Proceeding accordingly, they arrived at Frederica the same evening,

while the invaders encamped in a dry marsh near the village of St. Simon's. Five Spanish prisoners who were brought in by the Indians reported that the Spanish forces exceeded five thousand men, and that they had been ordered to give "no quarter, so as to terrify the English from any future thoughts of resettling." The following day, several detachments of Spaniards attempted to pierce through the woods investing the fort, but were repulsed by the Indians. On the 7th, an Indian scout reported the vanguard of the Spanish army within two miles of the town. Oglethorpe, wishing to encounter them in the wood before they could form on the open ground, started off at the head of the rangers and Indians, directing four platoons of his regiment to follow, and charged and routed the leading detachment of the Spaniards, taking two prisoners with his own hand. He pursued them for more than a mile, and then halted for the regulars to come up. These, with the Highlanders, he placed in ambuscade, in a wood fronting the plain through which the approaching army must pass; and hither, shortly afterwards, three hundred Spanish troops, with some Indians and negroes, advanced with shouts and drums beating, halted, piled arms, and lit fires, within one hundred paces of the ambuscade, While preparing their kettles for cooking, a horse took fright and began to snort, which caused an alarm, and the invaders ran to their arms, but were shot down in such numbers by their invisible opponents, that after repeated attempts to form, in which they lost all their officers, they decamped, leaving their equipage on the ground. Oglethorpe now came up in person, with some fresh platoons of the regiment, and marched on to a causeway which led over a marsh within two miles of the Spanish encampment, a movement which enabled him to intercept the fugitives. Here he passed the night, and learnt from his scouts the following morning that the Spaniards had retired, and were entrenching themselves in the ruins of St. Simon's. Judging it imprudent to attack them here, he returned to Frederica.

The Spanish commander, feeling convinced that it was useless to attempt to reach Frederica by land, now changed his tactics, and proceeded with his galleys up the river; but Oglethorpe, forewarned of this manœuvre, had concealed a number of Indians along the banks, by whom every effort at landing was frustrated, and when the galleys came within gunshot of the town, the cannon of the fort opened so warmly on them that they were forced to retire to their ships, hotly pursued by the garrison in a flotilla of row-boats. Some prisoners brought in at the time, reported that the Spaniards, not having anticipated so desperate a resistance, were much disheartened. The Indian scouts so plagued them night and day that they were afraid to venture out of their trenches. Oglethorpe therefore considered that now was the time to beat up their quarters. Marching from Frederica with the largest force he could collect, he halted within a mile of the enemy, and was about to re-

connoitre, when the plan was betrayed by a Frenchman who deserted to the enemy pursued by the Indians, who were, however, unable to overtake him, and the troops were compelled to retire in haste on Frederica.

Several days now passed in the vain hope of the arrival of some vessels of war from Charleston, when, unexpectedly, on the night of the 14th, the Spaniards, having burnt the barracks at St. Simon's, re-embarked so precipitately that they left their heavy guns, a considerable quantity of ammunition, provisions, &c., behind them, and those dead of their wounds unburied. At daybreak on the 15th, the large vessels, with the Cuban forces aboard, proceeded to sea; the smaller craft, with the troops for St. Augustine's, taking the inner passage, encamped at St. Andrew's for the night, but noticing some English boats and fearing they had landed some parties of Indians, they set sail again at daylight in great haste.

Two days after, twenty-eight vessels appeared off Fort William, of which fifteen entered the harbour and demanded the surrender of the garrison. But a brave young officer, who held the post with sixty men—Ensign Stuart, of Oglethorpe's regiment—replied that "neither would he give it up, nor could they take it!" Several men attempted to land, but were repulsed by some of the Rangers, who had arrived by a forced march. The galleys and other vessels then vainly endeavoured to batter the fort, but a few 18-pounders, posted on the ramparts, so disabled two of their number that the enemy had to abandon them. After an assault of three hours, the Spaniards, discovering the approach of the General with a further reinforcement, withdrew, and set out for St. Augustine's.

Oglethorpe, next day, sent the Rangers in boats as far as the St. John's river, and the men, on their return, reported that the enemy had withdrawn into their own territory. Thus ended the invasion of Georgia, in which some seven thousand of the best troops of His Catholic Majesty—under a commander bold and skilful, as Don Manuel de Montiana, is allowed to have been—well equipped, with a powerful train of artillery, and sworn to exterminate "los Inglesos," giving no quarter,—were foiled by the resolute front shown by seven hundred British troops, and about one hundred Indians. Georgia was preserved, and Carolina saved from the horrors of a servile war.

The Spaniards did not, however, cease from troubling the young colony, for in November we hear of their having opened a passage into the upper settlement, across the northern branch of the Altamaha, and ceaselessly intriguing to turn the Indian tribes from their allegiance; promising one hundred pieces of eight for each English prisoner, half the like sum for every English scalp.

A letter of Oglethorpe's, dated "Camp on the River St. John, 12th March, 1743," describes the next important operation.

"I prevailed with the Creeks to send a large party of their warriors to join me. The Spaniards at St. Augustine's were so

strengthened by the troops left them after the invasion of Georgia, that they repulsed all the Indians I could send against them. I also had intelligence of a strong body of men marching towards the River St. Mattheo (St. John's). As I concluded this was to enlarge their quarters ready for the reception of the vast body of troops they expect in the spring from Havannah, and with which they propose to invade all North America, and to begin with the conquest of Georgia and Carolina. I therefore thought the best measure I could take was to oppose them in time, and myself in person to lead the Indians, and dispute the field before the arrival of the troops from Cuba.

"I, therefore, with detachments of the Highland Company of the rangers, and of my regiment, landed in the night in Florida, and had such success that the Indians advanced undiscovered, attacked the Spaniards, and killed forty of them, one only of our party being killed. They would give no prisoner quarter, so I have no intelligence. I march to-morrow, and trust . . . . I shall force the Spaniards back to the shelter of the town . . ."

On the 21st he writes again. "The Spaniards have quitted the field and are retired into St. Augustine. The troops made a very extraordinary march in four days of ninety-six miles, for so it is from this place to St. Augustine's and back again; and this we performed without leaving one sick man behind us, and the whole party in health and strength.

"I did all I could to draw them into action, and having posted the grenadiers and some troops in ambuscade, advanced myself with a very few men in sight of the town, intending to skirmish and retire, in order to draw them into the ambuscade, but they were so meek that there was no provoking them. The Indians advanced so nimbly as to get up with a party of the enemy, of whom they killed forty under the cannon of the town."

The troops were now stationed in strong posts of observation along the river, and the colonial schooner cruised along the coast, occasionally engaging the Spanish guard-boats.

No movements were, however, made on the part of the Spaniards; and, in April, Oglethorpe returned to Frederica, which he quitted not long afterwards for England, leaving the command of the troops to Major Horton of the 42nd.

This officer kept the Indians staunch by giving them constant employment in Florida, and by carrying out his predecessor's instructions as to the employment of the rangers and Indians, appears to have successfully held the Spaniards at bay, insomuch that they never ventured to attempt a second invasion of Georgia.

After the peace with Spain the greater part of the regiment was disbanded. Many of the soldiers accepted the encouragement offered them by Government to remain in the province, and not a few of the officers likewise settled there. The remainder were transferred to other corps, and the 43rd, or Lord George Murray's

Highland Foot, which had been raised in independent companies in 1739, and numbered as the 43rd in 1743, became the 42nd Regiment in its stead.

We have thus endeavoured, in the spirit of the old motto, "pristinæ virtutis memor," briefly to record the services, by sea and land, of this gallant old corps, the first complete regiment which set foot on the shores of the American continent.

General Oglethorpe is always referred to by American writers in terms of the warmest regard and gratitude. His memory, Mr. Wright tells us, "is still honoured throughout North America. In Georgia, a city and a county perpetuate his name." It would be interesting to learn if any relics are there preserved of the corps which, under his command, thus contributed so materially to the establishment and security of the British settlements in the Far West.

THE NON-PIVOT SYSTEM OF CAVALRY DRILL.

Such is the title which Colonel Baker has given to the small book descriptive of the "general principles" and great advantages to be gained should the cavalry be worked in the manner he proposes. In the preface he simply states that the book has been only printed "in order to shew those who are conversant with the present system that all the manœuvres laid down in the Cavalry Regulations can be performed and simplified by the non-pivot principle." In order that a just comparison may be made, he has adhered to the same classification as there is in the present Cavalry Regulations, adding "but it will be evident to any one, after becoming acquainted with the non-pivot drill, that many movements not contemplated as possible under existing rules can be easily executed."

As it is rumoured, we are about to be favoured with a new manual on Cavalry drill, in which there will be several alterations, it may be a fitting opportunity now to direct attention to those portions of the non-pivot drill which appear decidedly preferable to the system as practised at present, not alone for their simplicity, but also for rapidity and correctness in their execution.

The proposed new drill is specially remarkable in its being based on the entire abolition of pivot and reverse flanks, and the reader, in order to understand properly the principles, must divest his mind entirely from these hitherto necessary cavalry drill accompaniments. When in line, the squadrons number from their present right, if in column, they number from the head of the column. Each squadron is to be composed of three or four divisions of twelve, and these are named from their position in line or column in a similar manner to the squadrons. Each division must have twelve files in its front rank, the rear rank being less than that is

of no consequence, so long as the flanks of the divisions are covered. There is a leader to each division, whose place is in the centre of, and half a horse's length in advance of its front rank. In column of divisions the leaders of the front divisions of the rear squadrons are answerable for their squadron intervals, and in line, the second division leader of each squadron is answerable for its interval and alignment. The squadron leader has no specified place, so long as he posts himself at the point in front, or in flank of his squadron, where he can best direct it, and assist his commanding officer.

Squadron markers are dispensed with; the squadron leader, on all occasions, takes up the ground for his squadron to form upon, or places himself at the point where it has to wheel. A spare marker is told off to assist the regimental marker, and these two, with the adjutant, are all that is necessary, unless when marching past, when two squadron serrefiles are told off to mark the points A and D on the passing line. There are a few alterations in parade movements, the principal being, that when "marching past by squadrons," the command is "divisions right wheel," instead of "fours right," and "left wheel into line," instead of "front," and when they arrive at D, "divisions left wheel," instead of "troops left wheel." When ranking past by single files, each division ranks off in succession from its right flank, followed by its rear rank. Sections rank past as at present, and should the rear rank be incomplete, it is told off by "fours" separately. When the regiment trots past by squadrons, they retire from D in the same manner as when they marched past.

It will therefore be perceived that a column can wheel into line to either flank, form to the front or rear, or on the left or right of its leading or rear division or squadron. Close column is also discontinued, and quarter distance substituted; so a column of squadrons at that interval can "change front to the rear" by merely wheeling about its divisions. What an advantage the non-pivot system here possesses! At present, the right troops are put about by "fours," and advance a certain distance, when they are halted. The commanding officer then gives the word "leading troops right about wheel," "march," and when the two columns have changed ground respectively, he gives the command "halt." The right troops are then fronted, and when some trouble in dressing the squadrons is over, the movement is completed, after taking five minutes to do what is performed more effectually by the "wheel about of divisions" in one-tenth of the time.

Although Colonel Baker has, in deference to the regulations and for comparison with that authority, only shewn how a regiment of three squadrons should be worked, yet as all cavalry corps now consist of eight troops,—fifty horses in each—I may be permitted to speak of the different manœuvres as if performed by four squadrons. When a squadron consists of more than thirty-six files complete, it is formed into four divisions of twelve in the front rank, and as

this does not interfere so much with the telling off of the troops, it is far the preferable, as a left troop of eighteen files would require, when telling off by fours from the inward flank, for the two right flank men to commence as Nos. 3 and 4. Non-commissioned officers are placed on the outer flanks of divisions, and also at Nos. 6 and 7 from the inward flanks. When the squadron is formed, it numbers off by twelves from the right. Flanks of divisions are therefore Nos. 1 and 12, and the flanks of sub-divisions Nos. 1, 6, 7, and 12. There is little change in the distances, either when at order, or in line. Serrefiles do not come round to the front when open order is taken, they remain in their places behind the rear rank, reining back to a horses' length interval, and resume their proper distance—half a horse's length—when the ranks are closed.

Commencing with the movements in the order they are in the drill book, the first, "change front half right," is done precisely the same by divisions as by troops. No. 2, "change front to the right," can be executed in a similar manner, by an echellon movement, but the quicker and consequently the better way, is to "advance in column of divisions from the right," and then wheel into line to that hand. As celerity in execution is of great moment in the movements of cavalry, the advantage of the non-pivot over the pivot system is here again strongly exemplified. No. 3, "change front half right back." Here instead of an echellon movement by troops, rear rank leading, the whole of the squadrons go "fours left," and the heads of all the divisions retire to their left, except the base division, which, wheeling half-right, gets into the new direction, and when in its proper position in the new line, halts and fronts. The others, led by their division leaders, enter into the new line where the right flank will rest and halt and front in succession. This is far preferable to the present practice when going "fours about," the men have their backs to the enemy. No. 4, "change front right back." This movement by the non-pivot principle is performed simply and quickly, by "retiring in column of divisions from the right," and then "right wheel into line." Here again the movement is expeditiously done, and a person must be extremely dull in the comprehension, or greatly bigotted in opinion, who cannot perceive the immense superiority of the new system over the old, if only in the movements, "charge front right (or left back." By the former, one word of command puts the whole line in motion, when it proceeds direct to the ground which it has to occupy, and then a second word of command "left wheel into line," completes the manœuvre. The latter plan is to put the troops "fours about," "troops half right," followed by forward," "right," "forward," "halt," "front," "dress up." But the unfavourable comparison does not end here. There is another and a more important consideration. Any cavalry officer is aware of the advantage he would have could he pounce upon the enemy's cavalry in

the midst of an echellon movement. The danger would be equally great for himself should the enemy manage to attack his cavalry while executing a similar manœuvre. Then if we suppose when this movement by echellon of troops was but half completed, that the enemy should fall upon the right rear of the retiring troops nothing short of a miracle could save the whole, for those in rear would be driven on the top of the partly formed line, which being hampered by its own men, would be unable to act either on the offensive or defensive, before its ruin would be completed. On the other hand, we can imagine the enemy to take the left rear or any portion of a column of divisions retiring from the right; yet from whatever point he made the attack he would be promptly met. If it was the rear of the column, the divisions which had not gone into the new direction, would simply wheel about and meet him, while those on the new alignment (or any part of them,) could wheel into line to the right and advance, either as a support, or to renew an attack. If it was the right rear, or the front, or the right or left of the front, which was threatened, corresponding movements on our part could be as easily made to meet the attack. Therefore we can perceive that while the one method is particularly dangerous, the other is remarkable for the safety in which the manœuvre may be completed.

Nos. 5 and 6, "change front half right," and "to the right on the second squadron," are simply compounds of the movements already mentioned, the divisions to the left of the base partly wheel to the right, and move by echellon up in line. Those on the right of the base division go "fours left," and wheeling again to the left, retire, and each enters its place in the new line where its right flank would rest, halting and dressing up in succession.

The changes of position to the right in Nos. 7 and 8 are better executed by divisions than by fours, and "are applicable where the ground is broken or intersected, and where the new position will out-flank the old one." The movements from 9 to 15 are done as at present. No. 16 is "unnecessary, as the movements may be executed by wheeling the divisions about." No. 17 is likewise unnecessary, as inversion cannot exist. No. 18, "advance in echellon from the right." This is done precisely as at present, but in the retreat by echellon, each squadron is put about by divisions, in order to have the officers always in front of their men, an advantage which everyone will perceive. If, after an advance in direct echellon, "line to the front on the rear squadron" was ordered, the advanced squadrons would retire by the wheel about of divisions, and the whole move into line on the squadron named. In such cases should a squadron leader have too much interval—not an unlikely occurrrnce—he need not incline at all, for by wheeliug his divisions towards the base, he would at once recover his distance, and should he have too little, by wheeling his divisions from the base, he would attain his object equally as well, if not better

than by inclining. No. 19, "retire by alternate squadrons." As even numbers always retire first, Nos. 2 and 4 would go to the rear by the wheel about of divisions and front in the same manner, when the advanced squadrons would retire and front in a similar way, and so on in succession. By either the non-pivot, or the pivot system, either flank may be thrown back, and the direction of the line changed if necessary, but it is only in the power of the first named to form when in two lines a double front towards the enemy. Let us imagine the case of a body of our cavalry hard pressed by the enemy being obliged to retire, to a stronger position, by alternate squadrons covered by skirmishers, and that when executing the manœuvre, another part of the enemy should appear on our flank—say the left—and threaten it. In such an event the non-pivot system would allow of one or both of the retired squadrons being wheeled to the left, and brought up at right angles to the advanced squadrons, in order to check the movement of the enemy, while the pivot system could only permit the left of the two advanced squadrons to go "fours about," "right wheel," "halt," and "front," to meet the threatened attack, to perform which a decidedly dangerous movement would have to be performed, that of going about, while the advanced line was proportionally weakened. Nos. 20 and 21. The passage of lines to the front and rear. These are always better executed by divisions than by fours, for the excellent reason, that ground can then be taken to either flank without halting and fronting, and being a saving of time, that alone makes it a matter of essential importance in cavalry manœuvres.

In the movements—six in number—from "quarter-distance column," they can all be done as is laid down in the "regulations," *i.e.* by "fours" but much better by divisions. No. 1, "deploy on the first squadron can perfectly and easily be performed by wheeling the divisions of the rear-squadrons to the left, and then up into line in succession. No. 2, is unnecessary, as the command can be given "deploy on the right of the first squadron." Should it be necessary to deploy on a centre squadron, the several squadrons in front or in rear of the one named would wheel by divisions outwards, those in front to the right, and those in rear to the left. No. 3, "form line to the left on the fourth squadron." This is performed by the front squadrons advancing and wheeling into line in succession, as is laid down in the regulations. In my opinion, however, the movement would not only be accelerated but be more correctly done, were the divisions of each squadron in succession as they got their distance to wheel to their left, and then front form on the right of its leading division. For instance, on the word of command. "Form line to the left on the second squadron," that squadron would wheel its divisions to the left, the rear divisions receiving the command to form line on the left of the leading division. The third and *fourth squadrons* would go about by divisions, and as each got

their interval wheel by divisions to the right, and form line to the front. The first squadron would advance twelve yards, and then wheeling by divisions to the left, form line on the right of the leading division. No. 4, done as at present. Many are of opinion that the command "right (or left) shoulders" is far preferable to the command "change front to the right" (or left), which is a very slow process. Nos. 5 and 6 are unnecessary, as the same result is obtained by simply wheeling the divisions about.

In movements from open column, the old axiom that "all movements are made to the pivot hand, except "line to the rear on the leading troop" becomes obsolete, as in fact the non-pivot drill entirely throws the pivot drill into the shade. Inverted lines, these manœuvres of contradictions and bug-bears of markers are entirely done away with by Colonel Baker's plain and easy system, which, when thoroughly adopted by our service, will doubtless bring the cavalry forward again to the prominent position it should always hold in connection with artillery and infantry. No. 1 is disposed of by the commanding officers' word of command, "left wheel into line." No. 2, "form line to the front" is as easily executed. No. 3, "line to the front on the rear troop is far more satisfactorily performed by divisions going three-quarters right about wheel," and going steadily to the rear in echellon; each division leading to the outer flank of the position which it will occupy in line, when it goes forward, until clear of the division already formed, then "right about wheel," "forward," "halt," "dress up," brings it cleverly up in its place. Let us compare the two and see the contrast. By the pivot system, the words of command to all but the rear troop are "troops half left," "halt," "fours about," "forward," "right," "forward," "halt," "front," "dress up." Surely here the simplicity and celerity of the new system is apparent. The words of command are so much easier to comprehend also, in this case they are "line on the right of the rear division," when all the division and squadron leaders will know that their commands must be to wheel in the same direction, viz., to the right, and *vice versa* if line was to be formed on the left of the rear division; a movement, by-the-bye, that could not be attempted in the pivot drill.

Again, the commanding officer can simplify this movement by giving all the words of command himself, as for example, "divisions right (or left) about wheel," "forward," "leading divisions change direction left (or right)" and "wheel into line." Then how perfectly available for an emergency are the divisions kept. It appears next to an impossibility for a commanding officer to have his regiment in confusion, he must always have it in hand. Even when retiring in echellon to execute this movement, was the enemy to threaten the extreme right of the line as it retreated, the command "right wing divisions three-quarters left about wheel," followed by "line on the right (or left) of the leading division"

would place the advanced wing in a posture for defence, while the left wing, having finished its formation, could advance at once in support. No. 4 "form line to the front on the second squadron" is a combination of Nos. 2 and 3; Nos. 5, 6 and 7 are unnecessary, as in No. 5 by changing the direction of the head of the column and wheeling into line, the movement is at once completed. In No. 6 the divisions have only to be wheeled about and line formed to the front as in No. 2, or wheeled about, and the direction of the head of the column changed to either hand, and then wheeled into line. No 7 is dispensed with by wheeling the divisions about and making the formation as in No. 4. Nos. 8 and 9 when a column has changed its direction line to its former front, or to its former rear has to be formed, the same drill is adhered to as laid down in the Regulations. No. 10 "unnecessary as there is no reverse flank. This movement is executed by 'right wheel into line.'" No 11 unnecessary for the same reason. No. 12, No. 2 provides for this movement. No. 13, "unnecessary as 'left wheel into line' executes the movement." No. 14, unnecessary there being no object for the movement when inversion ceases to exist. No. 15, "form quarter distance column on the left of leading division," as done by troops, with this advantage, that the formation can be made to either hand. No. 16, (from double column) form line to the front, likewise as done by troops, but the non-pivot system allows of a combination of different manœuvres from the close column, which could never be attempted in the present system. For example, a regiment in line could not well retire in double column from the centre, and then from the double column reform line to its original front without a dislocation of its parts, or a reversion of its former movements. In the first place the rear rank would be leading, and secondly, the centre squadrons would be in front, and the flank squadrons behind. If the enemy was close and threatening to attack, the only methods for defence by the pivot system would be either to form line to the rear and then front, or front first, and wheeling the heads of wings outwards, proceed in opposite directions (with the flanks of troops exposed) until able to wheel into line and regain the first formation. By the non-pivot method, the divisions would simply require to wheel outwards and front form, when the regiment would be ready either to resist or make an attack.

No 17, (from double column) "form line to the right." There is no alteration here except that the third squadron would not wheel until the fourth had cleared the flank of the line already formed, when both squadrons would wheel to the right together and up in line. The third squadron would now be the fourth, and the fourth the third. The advantage of moving and wheeling the wing together needs no description.

There are four extra and useful movements which may be executed *by the non-pivot* system, and give additional power. The first

shows how from open column of divisions quarter distance column may be formed to the right or left by the commanding officer's word of command, repeated by the squadron leaders, "quarter distance column to the right (or left)." If on the move the leading squadron wheels at once into line to the required hand, followed by the others in succession. The second teaches the manner of forming "quarter distance column to the rear," which is done by wheeling the head of the column to the right or left and proceeding as in No. 1. The third explains how "an open column may attack or move in succession of squadrons to either flank, by the squadrons wheeling into line in succession to the hand named." The fourth proves that "a double column may attack or move in succession to both flanks, by the commanding officer giving the word "attack in succession of squadrons to both flanks," or to the right or left front if required.

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In a former paper* I described the proper distance that should be kept by the division leaders, and need only remark now that when in column the squadron leaders invariably remain on the flank nearest to the commanding officer. The serrefiles should be on the opposite flank, and when the flank is changed the leaders of squadrons and the serrefile should pass through the column between the squadrons, and not between the divisions. If two wings are meeting or moving in opposite directions, and a general line is required, the squadron leaders always wheel to the flank on which the commanding officer is.

I have already remarked that in the proposed new drill, squadrons markers are dispensed with. The benefit of this will be felt by all cavalry colonels, who must often have been put out of temper by the stupidity or hesitation of some marker in taking up his position (especially in deployments on a rear squadron) after the word of command was given. As two regimental markers are specially detailed, there will be less chance of mistakes of this kind in future. As there is some alteration in the placing of the markers in the non-pivot drill, I will simply enumerate a few of the different movements, and the markers who should give a base. In movements from line Nos. 1 and 2 the base is given by the right division leader and a regimental marker. Nos. 3, 4, 5 and 6 it is given by the leader of the base division and a marker. Nos. 7, 8 and 15, the two regimental markers give the base. Movements from "quarter distance column." Nos. 1, 2 and 4, the two regimental markers give the base. No. 3, it is given by the left division leader of the third squadron and a marker. Movements from open column. Nos. 1, 2, 8 and 9, base given by regimental marker and leading division leader. Nos. 3 and 4, by regimental marker and base division leader. No. 16, by the leaders of the flank division of the second squadron. Movements from double

* "A Comparative View of the Old and the Proposed New Cavalry Drill."—"United Service Magazine," 1865.

column. No. 15, base given by the two regimental markers. No. 17, by a regimental marker and a leading division leader. The markers are placed by either the major or adjutant.

Whoever gives the slightest attention either in theory or practice to the non-pivot drill, must be struck by the easy manner in which a regiment manœuvred on its principles can be handled. Under the pivot system a Dragoon corps is a heavy, unwieldly mass, and the most of the manœuvres a lot of heart breaking complications, especially to young officers. But when drilled on the non-pivot principle it becomes a most compact piece of military mechanism, allowing of movements that, like the changes of the kaleidescope, keep continually altering, according to the nature of the ground on which the manœuvres take place. Like a fan, it can be either suddenly drawn together, or extended in any direction, being alike ready for offence or defence, attack or retreat. And the many changes which keep taking place in the number or designation of squadrons and divisions, are advantages, as it causes officers to get much more practically acquainted with the true rules of cavalry tactics than it is possible for them to learn under the pivot system.

The re-introduction of the old movements by "fours" is in my opinion a complete failure, as they have all the bad qualities of "threes" and "sub-divisions" without their advantages, and they only tend to cause greater complications in cavalry drill, when we all know that the simplicity of every manœuvre tends to its effect. Sub-divisions would answer better than "fours," or even "threes," and then ought to come "files." If a road is not six yards wide, two men are enough to fill it. But any patching between the "pivot," "non-pivot," and the "fours" principles will more likely be an injury to the service than a benefit, and it would be preferable even to allow things to remain as they are than give the cavalry a drill that would be neither one thing nor another. Colonel Baker, by the strenuous efforts he has made to get his really practical and useful drill introduced, deserves the thanks of all cavalry soldiers, and it is to be hoped that when the new book is issued, it will be found that his system is thoroughly adopted.

PACKETS OF BLANK CARTRIDGE.—No. 1.

[Under this title we purpose printing occasionally some of the "thoughts and opinions" of an esteemed Correspondent; not that we mean to identify ourselves with all of them, but because we regard this as a convenient mode of eliciting the ideas of others, who may entertain different views, and because we feel assured that benefit must result from the free interchange of opinion.]

Matrons, v. Motherly Women in Regiments.

Ungallant as it may seem to say so, one of the worst elements

in the interior economy of the service is, strange to say, female influence.

There are, no doubt, many excellent ladies connected with the Army; but their influence is in the minority, and it is much to be regretted, that the public, led away by admiration of one or two superior women, should countenance the legion of mediocre busy-bodies to be found about barracks, courting popularity in the Bloomer fashion, "organizing" classes, and worrying their neighbours for subscriptions to funds, tending rather to foster a morbid vanity, and create a factitious and unhealthy power, than to promote charity.

A good-natured commanding officer will sometimes delegate a great deal of his authority to such persons, rather than be subjected at all hours, to their intrusive visits, and *cacœthes scribendi.*

These Lady Bountifuls (with their friends' means,) assume the censorship of public morals; and so ingratiate themselves with the sensational portion of the neighbouring gentry, and thus, though often of doubtful origin, succeed by cleverness, and the opportunities of the time to "establish themselves" amongst the leaders of religious fashion.

Thus, at the presentation of colours, Mrs. So-and-so, is very conspicuous, doing the honours, as it were, of regimental hostess, at lunch, to "His Lordship," who, perhaps, takes her for a confectioner, lent for the purpose. Her obscure relatives, hearing who she has sat at table with, or perhaps identifying her with some lady in a "military illustration" in one of the periodicals of the day, become quite elated. She then pays them her annual visit,—is hand and glove with the clergyman's wife,—they have pinafore levées of the young human cattle, that in the pride of success they manipulate, and their names appear together amongst the patronesses of Protestant or Catholic "Alliances."

Sometimes these "motherly women" who call the junior officers their "boys," create a great deal of mischief, and when left to their own instincts, (without the incentive of appearing before the public, as philanthropists,) often distract a corps by their propensity for gossip, and the womanly ambition of ruling through their husbands.

An excellent substitute for such amateur legislators would be *a regimental matron trained to her work,* and who should have the general superintendence of the married soldiers quarters; with special powers of interference, in cases of irregularity in habits, language, or sanitary arrangements; and of taking cognizance of a class of offences which could NOT be so advantageously dealt with by men. Women living in barracks should also be subjected to a daily parade, under such a matron, who would thus be enabled to discover sumptuary wants, and any neglect of personal cleanliness. Legislation of this special character would, however, be surrounded with *many difficulties,* but they are not insuperable.

Musketry.

The system, when carried to an excess, has always seemed to us little better than a machine for extemporising appointments for a certain class of officers who have lost their taste or aptitude for parade duties, and are not eligible for a higher class of employment.

It is certainly advisable that soldiers should know something more about their fire-arms than their *superficial* appearance in the manual exercise. They should also know how to shoot; and so far we have no fault on the whole to find fault with that class termed "practice," but we can't say so much in favour of the fractional worry of preliminary.

Judging distance too, about often measured "ranges," soon becomes to the men, more a mental and arithmetical calculation, than an optical operation. These relative distances are, in process of time, well known to the men, from their being employed on, what is called, Butt fatigues; and distances thus practically ascertained by actual pacing, are not lost even in presence of the imposing stadiometer and chain of object men.

But the real defect of the system is seen under its statistical aspect, where complicated returns are drawn up with the utmost nicety; only to represent textile fabrics which are too troublesome, and ingeniously interwoven to be worth an uninterested statician's time to unravel.

These returns, moreover, notwithstanding all the importance attached to them, are supposed to be very much at the mercy of the instructor, a popular idea which even Hythe itself will scarcely venture to deny.

Musketry is, as we have remarked, of some use, but it is unfortunately overloaded with unnecessary formulas.

In some instances, the rules may be strictly enforced, and an inferior figure of merit is thus often obtained, by those corps, whose instructors are more latitudinarian in their interpretations.

"Medical disabilities" amongst the men, or as civilians would say, "physical," are also brought into play against the average shooting of companies, by which means perhaps a fallacious result is arrived at, and a most attentive officer may thus acquire the discredit of having the worst shooting company, on account of the obstructive effects of a few of his men, in the matter of defective vision, &c. Of course, against this, an appeal could easily be made to "regulations on that subject," but it is too much the fashion to quote rules for facts.

Prize Money.

The seditious and incessant disputes, between the Patrician and Plebeians of ancient Republican Rome, were intimately connected with this very subject, although named the Agrarian laws.

It was a general complaint, that territory and valuables, acquired by conquest, were appropriated by the Patrician body, and that, of *course, the Consuls* who commanded the Roman armies, and who,

as a rule, were of noble families, thus made vast accessions to the wealth, and to the power of their order; while those who had actually fought their battles, received none of the substantial rewards. It was for a just distribution of the enemies conquered lands that the Tribunes contended. For this the Gracchi, basely abandoned by those for whom they struggled, perished; but we limit these remarks simply to the times of which we speak.

What the Roman arms acquired, in the times of the Republic, the Patricians took for themselves and therewith swelled their landed possessions to such an extent, that towards the decline of the Commonwealth, we know that Crassus derived from his estates, an annual income of 7000 talents, (about a million and a half sterling.)

At the period of the Norman conquest, such was much the system in Europe, but in the seventeenth century, while the *people* had the ascendancy, ancient estates in Ireland were parcelled out amongst the meanest Republican adventurers.

In our own times, the system has been to benefit the Patrician body, by giving the lion's share to the successful general, and then absorbing him in the peerage. Thus, seemingly, both parties are gainers, but in point of fact only one; for the neophyte peer at once breaks off all ties with his humbler comrades, except in some rare cases. His advancement is pointed to as a prize open to all, and content with the prospect, the lower grades take their small shares, while, with his usually vast reward, the General-in-Chief purchases an estate, and so the question still turns back upon its Agrarian origin.

We do not object to this system, under certain modifications, for those who are held responsible by the nation, should in the same ratio receive their rewards.

The Scinde, Delhi, and Lucknow cases of prize money, are worthy some attention. In certain cases batta was *lent* to be repaid by the subsequent share of each recipient, in a prize distribution; but then it so happened, that the prize money was never found to exceed the batta except in the highest grades, and there, of course, this system told in favour of the chiefs.

After the Crimean war, an approach to a more equitable system was inaugurated, and seemed to meet with public approval; but the *real* question is not, after all, if we look beneath the surface, so much *military* as *political*.

Brevet Promotion.

Why should the system now, as all along, in force in India, not be adopted in England? It is the only one by which lost time at the outset may, to a certain extent, be compensated. No such compensation exists for the poor subaltern at home, or in our other colonies. In India, on the contrary, after fifteen years, a subaltern becomes a brevet-captain; after twenty, a brevet-major; and after twenty-six, a brevet lieutenant-colonel. Rank and its honour, should keep pace with age; if not, the officer is disparaged.

Young Commanding Officers.

At the present day, a younger class of commanding officers, say what their opponents may, is a great advantage to the service, for, as a general rule, very old and mediocre commanding officers are incapable of receiving new ideas. This seems, perhaps, an uncourteous accusation, but in truth it is not so, for the "steady old file," as he is often familiarly styled, is one of the most unprogressive creatures it is possible to conceive. So evidently thought Sir Charles Napier, while making his remarks on adjutants of long standing. Still some purely working men are necessary—men, be it said, without an idea of their own; but then these should rather be the purely subordinate—the initiative and creative talents being vested in a fresher and superior brain.

Certificates.

These are often of very little real worth, as some officers of medium ability, are very fond of requesting every casual superior, to give them a certificate as to general zeal, intelligence, and so forth, which can scarcely be refused without implying a censure. We have seen a collection of them, which, taken together, would have given the idea of the holder's superior qualifications, whereas he was merely a very ordinary humdrum fellow, who managed to conform to system, and avoid scrapes.

Correspondence.

In armies, it is surprising how truth—the whole truth—should ever reach the commander's ears, where the matter is personal, considering how diluted and filtered it must be, in passing previously through so many hands. When at length in a "washy" form it reaches its destination, no wonder the reply should be printed.

Inspections.

There is much to be said both for, and against, the present system of general inspections of regiments. Sudden and unexpected visits, for this purpose, would probably, by taking the men unawares, keep up an unhealthy state of restlessness and uncertainty, in quarters likely to lead to much discontent. At the same time, by giving warning, a very inferior regiment may be so "furbished up" for the occasion, as actually to appear equal to the best.

Usurpation of Power Abroad.

Commanding officers of regiments abroed, are allowed to assume an authority which does not belong to them, and which would be impossible at home, where the civil power exercises tacitly such a salutary influence, and the supreme military authorities are so fair.

Second in Command.

In the Colonies, one hears more of "the second in command" than in England. This functionary often impairs discipline, by *courting a temporary* popularity. Every novice is apt to believe

that his own slight reforms or improvements are momentous, and few are above playing the part of the unjust steward, *even unconsciously*.

"Smart" Officers

Martinets have, as a rule, generally failed in the higher requirements of a soldier; and many admirable routine officers, the observed of all observers, at the mechanical performances, of a "review," have proved themselves worse than useless in action. This is no argument against an officer being thoroughly conversant with the duties of his profession, but it suggests the idea, that ability for command, or in situations of danger, may be found irrespective of professional knowledge, at the critical moment. One of the best generals of division, by universal suffrage, in India, and who distinguished himself greatly in war, was a man of strong common sense, and a sportsman, but he was notoriously incapable of drilling a regiment—many will recognise the portrait. The recent war in America is an apt illustration.

Growlers.

There are many men, clever in opposition, but incompetent to rule, who in the Army, are wholesale checks, rather than dangerous "lawyers." Without them, authority in weak or unprincipled hands, would often abuse the public confidence, and therefore "growlers," within bounds, form a salutary element in the military economy.

Defaulters' Books.

These, as commonly kept, are not faithful records of crime, and one regiment may appear to have an advantage over another, in respect of good conduct, as one company may have over another, simply because crime is in the one glozed over, and in the other fully stated.

Pay.

Augmentation of salaries, or pay, in the public departments, often begins at the wrong end. To assimilate the staff-serjeant's pay, at a comfortable home quarter, to that of the lieutenant or ensign, exposed to the vicissitudes of general service, and who, moreover, has passed examinations in science, literature, and languages, is a confounding of rank, and is subversive of the wholesome difference that ought to exist between the commissioned and non-commissioned grades, besides recognizing as on a par, the mechanical, and the intellectual brain, manual labour, and mental exertion, &c. On the other hand, a non-increase of the subaltern's pay, has the advantage of excluding the lower orders, from officering the Army, except in the case of promotion from the ranks.

Bands.

The question is a fair one: Why are military bands kept up, principally for the diversion of the public, by a band subscription, at the present high rate, levied on the officers' scanty pay?

Officers' Servants.

There is one great nuisance in the service; cunning old soldiers are apt to impose upon their superiors, and keep within bounds until they secure the situation of servant to an officer. *That* once secured, he can venture to "*get drunk on the sly*," and being in plain clothes, remain absent, as if on an errand, until his senses are sufficiently restored, when he returns and blames others for his detention.

Many a man has few or no *red ink* marks, who is, nevertheless, known to be, *sub rosa*, a confirmed drunkard, and yet with this knowledge the officer may be compelled to style him *officially* a temperate man, because he has been a cunning one. Such men remind one of Crabbe's expression:

"Add but a drop—it instantly o'erflows."

And such an expression must be admitted, as applicable, to those florid, and rigidly steady mess waiters, who perform their automaton duties at table, so cleverly.

Servants in regiments form generally the worst element, their gossipping and knowledge of their masters* being subversive of discipline; while their immunities, coupled with the opportunities, so often abused, of indulging favourite vices, set a bad example to their more stupid compeers. They also retail private conversations, and make a world of mischief.

THE NEW OVERLAND TROOP SERVICE TO INDIA.

"Sailed from Portsmouth on the eleventh, and from Queenstown on the fifteenth of September, Her Majesty's Indian troop-ship Crocodile, Captain G. W. Watson, with the 2nd Battalion 60th Regiment, and drafts, for Calcutta."

This apparently ordinary statement, which appeared under the head of Naval and Military Intelligence in the daily papers last month, really announced the commencement of the new system which has been organized, under the auspices of the Admiralty and the India Office, for the conveyance of the Indian reliefs through Egypt, instead of by the long sea route round the Cape of Good Hope. To many readers this announcement was unimportant, but to those whose lot it is to have to serve a portion of their time in the East Indies it was full of interest; for it informed them of the complete change which is being effected in the transit of troops between this country and India—it told them that in lieu of their having to embark in sailing merchant-vessels of about one thousand tons burden, with the prospect of being about four months on the voyage, they will in future be conveyed in Her Majesty's steam troop-ships of

* "No man is a hero to his valet!"

above four thousand tons measurement, which will accomplish the journey in a little beyond one month; in other words, that they will proceed in ships four times as large as those hitherto used for the purpose, and that they will be one-fourth the time on the voyage.

Under the old system, the Marine Department of the India Office chartered merchant vessels, or rather engaged passage in them, for the reliefs and drafts which have to be sent out annually to the East Indies. Under the improved plan the Transport Department of the Admiralty will order conveyance in the five magnificent ships which have been constructed specially for the purpose, and which are officered and manned by the Royal Navy. Formerly military officers were put to considerable expense in purchasing fittings and furniture for their cabins—now they will find that everything required has been provided at the expense of the Indian Government. Formerly they were not, as a matter of course, permitted to take their wives with them—now they will have the pleasure of their society on the voyage. Formerly the troops were not allowed more space in the ship than was absolutely necessary for them, their bedding was of a very inferior description, and their scale of victualling was much the same as it was half a century ago; in future they will have plenty of elbow room, they will be granted the use of blankets and other articles of the best quality, and they will be provisioned according to the scale authorised for all troops proceeding to the Colonies, and which was adopted after being thoroughly well considered by a committee including some of the leading members of the medical branch of the service.

Changes of this nature are not effected in a hurry, and in this case nearly ten years have elapsed since it was proposed to alter the mode of conveying the Indian reliefs. Until the great Mutiny broke out in the spring of 1857, and it was absolutely necessary to despatch reinforcements to Calcutta as speedily as possible, no one appears to have contemplated the possibility of breaking in upon the method which had been in vogue ever since the establishment of the East India Company; and even then the authorities in Leadenhall Street very reluctantly adopted the alterations which, by the circumstances of the case, were rendered essential to the maintenance of our power in the East. After a while they consented to engage steamers as well as sailing ships, and a portion of the reinforcements embarked in the former description of vessel. The overland route was suggested as being more expeditious than any others, but the Court of Directors could not at first see the advantages of this route, and just three months elapsed from the news of the Mutiny reaching England, until it was decided to send some of the troops through Egypt and down the Red Sea to Calcutta and Bombay.

This was done in 1857, rather as an experiment than with a

view to its general adoption: and although it proved to be most successful, it was not repeated after the great and sudden demand for troops in India had ceased. The general feeling at that time was against the overland route, on the score principally of expense, but partly of climate, as it was considered by the most experienced Indian officers that the heat of the Red Sea would be injurious to the health of the troops, while the change of temperature on a voyage round the Cape was really beneficial. There is no doubt that the opinion expressed by the Committee of the House of Commons, which was appointed to inquire into the object immediately after the Mutiny was over, was the opinion of most men connected with India, and in their report they stated that it would not be advisable to rely on the overland as the ordinary route for the transmission of troops to Hindostan. In confirmation of this we may mention, that when another Committee was appointed by the House of Commons in 1860 and 1861 to consider the question of the transport service generally, very little evidence was given as to the Egyptian route, while much was adduced respecting the old road round the Cape. And although the authorities at Calcutta were alive to the necessity of improving the transport of invalids and troops to and from England as far back as 1859, there is no reason to suppose that they contemplated the adoption of the overland route until the end of November 1860, and in a despatch dated on the 22nd of that month, from the Government of India to Her Majesty's Principal Secretary of State for India we find allusion made to the subject as follows—"We have no doubt that the advantages of the route by Suez, even apart from economy, would be great, but the question of using this route is a political one which Her Majesty's Government alone can dispose of."

The authors of that despatch could not have contemplated that a service such as that which has now commenced would ever be organized, and that instead of carrying the reliefs round the Cape in sailing vessels to be built by Messrs. Green or Wigram, as they then proposed, they would be taken in steam-ships of the Royal Navy along the Mediterranean and down the Red Sea. For it was not then considered probable that the Admiralty would undertake the transport of troops to India, much less was it deemed probable that the Admiralty could prove that Her Majesty's troops could be conveyed in Her Majesty's troop-ships at the same expense as in the ships belonging to the mercantile marine. The shipowners had gained the ear of the public, and the public jumped to the conclusion that what the shipowners said must be correct. Who could be so capable of forming a correct judgment on matters of this kind, to which our merchant princes were in the habit of devoting so much of their attention, as the merchant princes themselves? This was the kind of argument used both in the *House of Commons* and by the press; and those who undertook

the task of convincing the public of the error of these views had no easy duty to perform. Facts are, however, sometimes not to be disputed, even by those whose interest it is to disprove them. As time went on and the few troop-ships which had been built got into full play, figures were gradually brought forward in parliamentary documents and before parliamentary committees which showed most clearly that it would be cheaper, better, and more easy to convey troops between this country and the colonies in Her Majesty's troop-ships than in vessels chartered by the government and belonging to the mercantile marine. And the figures which were produced with respect to the Indian reliefs were of all others the most convincing, for all the statements which were published on this particular portion of the transport service, proved beyond all doubt the correctness of the theory that men-of-war troop-ships could be more economically employed than the ships belonging to the splendid fleets of Messrs. Smith, Green, Wigram, and others.

These battles of figures between the officials at the Admiralty and the principal firms in Austin Friars, Cornhill, &c. paved the way for those who had to deal with the question of removing troops between England and India. The high officers of Government before whom the question was brought for consideration and decision, approached the subject with a totally different bias to what they would have done a few years previous; they were not surprised to find that the statements which, at the request of the Indian Government, were prepared in the Transport Department of the Admiralty, showed a considerable saving in favour of the overland route in Queen's ships as compared with the old route, viâ the Cape of Good Hope, in hired vessels.

These statements showed that, by constructing steam vessels expressly for the purpose, and employing them only a certain portion of the year in carrying troops to and from India, a saving of about £40 a head would be effected, if they were taken by the overland route instead of round the Cape. It is not, therefore, to be wondered at that the Secretary of State for India, and his Council, asked the Admiralty to construct the requisite steamers, and to undertake this new service. On reading the parliamentary papers on this subject, one cannot fail to remark how cordially Sir Charles Wood, who then presided at the India office, entered into the advantages possessed by the employment of men-of-war. At first it was proposed that the Admiralty should provide two ships of the Royal Navy in removing the troops between Portsmouth and Alexandria, and that the Indian authorities should ask the Admiralty to build three ships to be employed between Suez and India, and when it was found that the Navy had no ships to spare for the Mediterranean portion of the service, and that the work in the dockyards prevented the Admiralty from building the

other three ships, the Secretary of State tried another plan, and asked the Admiralty to have all the five ships built under contract, being "desirous of availing himself of the assistance of the Board of Admiralty in the preparation of the specifications, and the superintendence of the proper execution of the contracts." Again, when it was found that, in order to obtain ships of tonnage and horse-power sufficient to make the voyages between the several ports to be performed in proper time, it would be requisite to pay about £200,000, instead of about £110,000, for each ship—making a total difference of about £450,000—the Secretary of State merely recapitulated the advantages of the route through Egypt, and stated that the Indian Government would be prepared to incur the additional expense for the construction of the requisite steamers. It is true that, in the same despatch, he expressed surprise and disappointment at the additional cost of the ships; but his surprise and disappointment appear to have disappeared on its being explained to him that the contractors had probably demanded the larger sum for building the ships in consequence of the unusual requirements with which they were called upon, at the recommendation of the Director of Transport Services of the Admiralty, to comply—such as double bottoms, iron masts, superior ventilation, and large engine and free space.

The result of this long and spirited fight between the owners of merchant-ships, on the one hand, and the supporters of the Government on the other hand, is now being displayed by the commencement of the service which has been organized at the India Office and the Admiralty, for the transmission, by the overland route, of all the troops which will have to be sent out to India. A few will still have to go round the Cape in merchant-ships, but the great bulk will, in future, proceed by the way of Egypt. For this purpose, five steam-ships have been designed by the Chief Constructor of the Navy, in accordance with the requirements furnished by the Director of Transport Services. They have been built under contract by Messrs. Napier of Glasgow, Messrs. Laird Brothers, of Birkenhead, Messrs. Palmer Brothers & Co., of Jarrow, the Thames Ship-building Company, and Messrs. Money, Wigram, & Sons, of Blackwall. Their tonnage is each of 4173 tons, their engines are of 700 horse-power, and they are 360 feet in length between the perpendiculars. Two of them—the Serapis and Crocodile—will run between Portsmouth and Alexandria, occasionally calling in at Queenstown to take on board troops from Ireland, and three of them—the Jumna, Euphrates, and Malabar—will run between Suez and Bombay.

It is intended that the Serapis and Crocodile shall call at Malta to replenish with coal, and that the Indian ships shall call for the same purpose at Aden. In England, the troops will embark from the pier at Portsmouth dockyard, and on arrival at Alexandria they will be conveyed to the shore in large troop-boats, which

have been built expressly for the purpose. These boats will be taken in tow by a steam tug, which has likewise been specially constructed for this service, and the troops will disembark at the landing-pier adjacent to the railway, by means of which they will be transported across the Isthmus to Suez. The transit will take place during the night, and will occupy in all about twelve hours.

On reaching Suez, the troops will embark in troop-boats similar to those from which they landed at Alexandria, and by means of another steam-tug they will be towed to the roadstead, where they will find another ship lying ready to receive them, and in which they will be conveyed to Bombay. At the latter port, special arrangements have been made to enable the troops to land and embark in comfort and without risk. They will be despatched thence by railway to the different stations in India. A slight deviation from this plan has been sanctioned for the ensuing season, in consequence of some of the troops—the 27th Foot, 2nd Battalion of the 60th, &c.—being stationed in the neighbourhood of Calcutta: one of the ships will consequently convey troops on one voyage from Suez to Calcutta, and take others back from Calcutta to Suez, while another will bring a regiment and some "time-expired men" from Calcutta (instead of Bombay) to Suez.

Moorings of unusual size and weight have been sent out from England, and laid down at Alexandria, and at Suez, for the use of the ships, and the same has been done in Bombay harbour, and at Aden. Special arrangements have been made with the Viceroy of Egypt for the conveyance of the troops, their baggage, and their stores, across the Isthmus. New railway carriages have been purchased in Europe and sent to Alexandria by the Egyptian government, for the use of the troops; a large plot of ground at Suez has been given by the Viceroy, on which to erect a hospital for the reception of such invalid soldiers as may, on arrival at that place, be too weak to continue the journey; and a building which was erected by the late Mahomet Ali as a summer palace, near to the railway terminus, has been lent to the English Government for use as a "British Transport Office," in connection with the Overland Service. Arrangements have also been made for the admission of invalids into the Prussian hospital at Alexandria. Unlike those who proceeded through Egypt to India ten years ago—during the Mutiny—the troops will now carry their arms with them, and they will travel in uniform.

The following instructions have been issued by the Quartermaster-General for the guidance of officers in command during the passage of the troops across the Isthmus, so as to avoid confusion or delay.

"On the arrival of a troop-ship at Alexandria or Suez, no person is to land, unless under special authority, till arrangements have been made by the proper officer for the disembarkation of the *troops.*

"No person to be allowed to bathe, on account of the danger of sharks.

"As soon as the troop-ship is anchored, an officer of the Quartermaster-General's Department will come on board with a view to arrange for the troops landing.

"The troops will generally land in three detachments. One will consist of heavy baggage guard, fatigue party, and all married non-commissioned officers and men, with their wives and children, under the second senior officer. The quartermaster will accompany them, and a proportion of officers.

"Two other detachments will consist of all the single men.

"Field officers and staff, and ladies and children, to land in the Tender. Other officers in the barges with the troops. Their light baggage is to go with them. Officers' families are in every case to accompany the officers in the railway carriage.

"Band, drums, and pioneers (single) to go with their companies.

"Great coats should be carried ready to wear in the trains. Packs in the hands, not on the back.

"Every man, woman, and child over five years of age, will be supplied before leaving the ship with a ration consisting of half a pound of cooked preserved meat, and half a pound of biscuit, for consumption on the journey through Egypt, and before re-embarking they will each be provided with a cup of coffee. Each child under five years of age will be supplied with a quarter of a pound of fresh bread, and before re-embarking with hot milk or tea.

"Officers and their families can obtain coffee before re-embarking on payment of 4d. a cup.

"On landing, the detachments will proceed by separate trains. The baggage will be taken out of the barges and loaded on the trains by railway-porters, but a baggage guard and small fatigue party must superintend and assist. The officer in charge must be watchful that the baggage is not damaged or allowed to go astray.

"Married men to accompany their wives to and in the trains.

"The officers must see that each carriage is filled; two children under fourteen years of age to count as one adult. In no case, however, should more than eight men be carried in a compartment.

"Orders for the disposal of knapsacks and sea bags will be given on the spot by an officer of the Quartermaster-General's Department.

"The arms to be carried in the men's hands. The detachments of single men must fall in on landing, the officers to see the men with their great coats, arms, and accoutrements, into the carriages. The officers must be careful of their light baggage while *the men are getting* into the trains. A man from each company

should remain in charge of it till the officer returns for it. The railway porters will put it into the trains.

"A trumpeter or bugler to attend the senior officer in charge of each detachment, and to sit in the second class carriage next to him. The non-commissioned officers must see that no other bugle calls are sounded on the journey but those ordered by the senior officer.

"The trains will generally leave about sunset, and arrive about sunrise. They will stop five times, fifteen minutes each time, at stations where there will be lights, and where men can get drinking water. No man to leave the carriages at any other stations. At three of the stations there are ladies' waiting rooms. On the trumpet or bugle sounding, every man to takes his place, and officers to see that all are present.

"The officers can obtain refreshments at the stations, charge for supper 4s. each. As the men and women will carry their own provisions, they are not to be allowed to enter the refreshment rooms, and non-commissioned officers should be placed at the doors to prevent their doing so. Before re-entering the carriages the men to fall in and the roll to be called.

"If any sick are left in Egypt, their great coats, sea bag, if any, and complete kit, are to be left with them, but no arms or accoutrements, and a No. 1 report is to be given to the officer of the Quartermaster-General's Department. The medical officer to give a statement of their cases to the surgeon of Suez hospital.

"The officer in command of the troops will be required to furnish, in duplicate, on a form which has been prepared for that purpose, a 'transit return,' which he will hand to the officer of the Quartermaster-General's department in Egypt, for transmission to head quarters.

"The officers must see that the utmost quiet and order is observed in landing, on entering the trains at the stopping-places on the journey, and on re-embarking."

Special Instructions have also been issued in respect to the conveyance of the baggage of the troops. It will be necessary for the officer whose duty it will be to superintend the embarkation of the troops in England and in India, to see that these regulations are strictly complied with; otherwise great expense will be incurred and much discomfort will be occasioned to the officers and men; for it must be borne in mind that the battalions will have to be landed and conveyed across the Isthmus as speedily as possible to allow the officers of the troop ship to prepare them for the reception of the relieving regiments. These regulations are as follows:—

"1. No baggage in excess of the regulated allowance, either by cubic measurement or by weight, is to be taken with the troops. Any extra quantity should be sent *via* the Cape of Good Hope under arrangements made by the troops.

"It is necessary that all packages taken overland should be carefully packed, and be of moderate size, the utmost limit in this respect being a company's arm chest. It is desirable that the cases should be of strong material, and that the parts should be fastened together with screws, especially the lids, which ought never to depend solely on the locks for security, even though they be of the best description.

"They should be fitted with iron handles, rope beckets, or grommets worked into cleats of sufficient strength to bear the case without risk, should the entire weight fall upon one handle or becket. These precautions are recommended, as the Arabs employed as porters at the railway depots work in gangs, and handle all articles quickly and roughly, in spite of the utmost vigilance on the part of their overlookers, or such as could be exercised by a baggage guard, occasioning frequently considerable damage to property.

"Any frangible articles should be packed with the greatest care, so as to admit of the packages being rolled over without breakage, and it is recommended that rope or leather straps for securing packages, portmanteaux, &c., should be avoided, as the Arab porters are sure to cut them off and appropriate them.

"3. All packages to be stowed in the ship's baggage rooms should, before being forwarded to the port of shipment, bear a large printed label showing the corps to which they belong, and marked, 'Baggage Room.'

"A list should be kept by each corps of all packages, with their weight and measurement, forwarded for embarkation and actually put on board, from which a return in duplicate of the total number of packages of the corps to which they belong is to be prepared on board under the approval of the officer in command of the troops, one to be handed to the principal transport officer or his deputy, on arrival either at Alexandria or at Suez, and one to the deputy-quartermaster-general in Egypt or to his assistant.

"This return should also show the total weight and measurement of the baggage on board, and should when practicable, be signed by the quartermaster or other officer who has seen it weighed or measured in this country or in India.

"Baggage stowed in the baggage room will not be accessible to the owners until the troops are disembarked in India or in the United Kingdom.

"Baggage for use on the voyage should bear the names or initials of the owners in clear characters, and be labelled with the word 'cabin;' reasonable accommodation having been provided for such baggage in each officer's cabin, and further space in a baggage room for the use of married officers with their wives and families. A clear depth of sixteen inches has been allowed under *the bed places* in the cabins to admit a trunk of the regulation

size for India, viz., thirty-six inches long, fifteen inches wide, and fourteen inches deep, which size should not be exceeded in any package taken into the cabins.

"A depth of sixteen inches has also been left under the lower tier of bunks in the compartments appropriated to the wives of the staff sergeants and soldiers for their articles in daily use, but the baggage belonging to those persons will require special attention and vigilance on the part of commanding officers, for should it not be carefully packed and directed, very great inconvenience, with discomfort to the families, may ensue, and serious complication and trouble arise with the railway authorities and officers of the Egyptian Transit Administration, who will be in charge of the baggage through from port to port in Egypt.

"All cabin baggage landing or embarking in Egypt should go with the troops in the barges, and on no account should it be mixed up, even for a moment, with the baggage intended for the baggage room, as great delay would be caused in again dividing it.

"The railway porters will take the baggage out of the barges, and load it on the train, but a guard and small fatigue party under an officer will have to attend and superintend."

The passage of the troops through Egypt is evidently considered by the authorities as a portion of the service requiring special superintendence, and a large staff has consequently been appointed for the purpose. The Director of Transport Services went out last autumn with a view to making the preliminary arrangements with the Viceroy and his ministers; and the heads of the Naval and Military Departments have been in Egypt for some months preparing for the service.

The Staff consists of the undermentioned officers:—

Principal Transport Officer for Egypt—Captain J. B. Willoughby, R.N.

Resident Transport Officer at Suez—Commander Chitty, late Indian Navy.

Accountant—E. Mignon, Esq., late Indian Navy.

Deputy Quartermaster-General—Colonel R. L. Ross, C.B.

Deputy-Assistant Quartermaster-General at Suez—Brevet-Major Clarke.

Deputy-Assistant Quartermaster-General at Alexandria—Captain Morris.

Surgeon for Hospital at Suez.—Dr. Hardie.

The ships are intended to leave England and India on certain fixed days, beginning at Portsmouth on the 29th of September, and at Bombay on the 1st of October; and ending at Portsmouth on the 3rd of April, and at Bombay on the 1st of that month. A programme has, however, been specially prepared for the present season, as two of the ships will have to go to Calcutta, and the dates of arrival and departure will be as follows, viz.:

Outward Voyages.

Ship on European side.	Dates of Departure from Portsmouth or Queenstown.	Dates of Arrival at Alexandria	Ship on Indian side.	Dates of Departure from Suez	Dates of Arrival at Calcutta	Dates of Arrival at Bombay
Crocodile	Sept. 15	Oct. 1	Euphrates	Oct. 3	Oct. 29	
Serapis	Oct. 9	Oct. 25	Jumna	Oct. 27	. . .	Nov. 12
Crocodile	Nov. 10	Dec. 5	Malabar	Dec. 7	. . .	Dec. 23
Serapis	Nov. 27	Dec. 13	Euphrates	Dec. 15	. . .	Dec. 31
Crocodile	Jan. 4	Jan. 20	Jumna	Jan. 22	. . .	Feb. 7
Serapis	Jan. 12	Jan. 28	Malabar	Jan. 30	. . .	Feb. 15
Crocodile	Feb. 19	Mar. 6	Euphrates	Mar. 8	. . .	Mar. 24
Serapis	Feb. 27	Mar. 14	Jumna	Mar. 16	. . .	April 1

Homeward Voyages.

Ship on Indian side.	Dates of Departure from Calcutta.	Dates of Departure from Bombay.	Dates of Arrival at Suez.	Ship on European side.	Dates of Departure from Alexandria.	Dates of Arrival at Portsmouth.
Jumna	Sept. 21	. . .	Oct. 17	Crocodile	Oct. 19	Nov. 4
Malabar	. . .	Oct. 11	Oct. 27	Serapis	Oct. 29	Nov. 14
Euphrates	Nov. 11	. . .	Dec. 7	Crocodile	Dec. 9	Dec. 25
Jumna	. . .	Nov. 29	Dec. 15	Serapis	Dec. 17	Jan. 2
Malabar	. . .	Jan. 6	Jan. 22	Crocodile	Jan. 24	Feb. 9
Euphrates	. . .	Jan. 14	Jan. 30	Serapis	Feb. 1	Feb. 17
Jumna	. . .	Feb. 21	Mar. 8	Crocodile	Mar. 10	Mar. 26
Malabar	. . .	Feb. 29	Mar. 16	Serapis	Mar. 18	April 3

It will be seen from this statement that the duration of each voyage between Portsmouth and Alexandria, or Suez and Bombay has been taken as sixteen days, while the voyage between Suez and Calcutta has been calculated as for twenty-six days, and that two days are allowed for crossing the Isthmus, making the total length of voyage to Bombay thirty-four days and to Calcutta forty-four days. These periods include two days for coaling at Malta, Aden, and Trincomalee. It will also be seen that the Crocodile and Serapis will have only a little over a fortnight for disembarking troops, preparing for sea, receiving coals, provisions, &c., and taking on board other troops at Portsmouth, and only about four days for going through the same process (except coaling and provisioning) at Alexandria. These periods would have been considered much too short a few years ago, when the transport service was not properly organized; but since this expensive portion of the duties of the Admiralty has been confided to a separate and distinct department, and it has been conducted on a recognized system we have frequently had occasion to notice with what expedition Her Majesty's troop-ships are equipped and got ready for further service, and we are consequently not surprised

to find so short a time allowed to the Serapis and Crocodile for being in port.

Of the ships themselves their construction, internal arrangements, and their capabilities, we will not now speak—especially as we have on former occasions fully described them. Suffice it to say, at present, that they have all been designed under the immediate direction of Mr. E. J. Reed, the chief constructor of the navy, and have been specially constructed so as best to carry out the requirements of Captain Mends, the Director of Transports; so as to secure the greatest possible space, the best sanitary arrangements for soldiers and their families, and the highest rate of speed compatible with the necessary stowage for military stores and coals, on a draught of water not exceeding twenty-one feet. The arrangements for ventilation are as perfect as modern science and the best engineering skill could produce, and in addition to the ordinary ventilation by large side ports, cowls, &c., they are fitted throughout with Dr. Edmond's system of ventilation by steam jets. The officers' saloon and cabins are fitted up in a style at once substantial and elegant; while the 'tween decks accommodation for the soldiers is upon a plan calculated to give much more comfort than our red jackets have usually secured in temporary arranged transport ships, or even in other Queen's troop-ships. Each of them will be able to convey at one time, in addition to the regular baggage, accoutrements, arms, and stores—

41 Officers,
12 Ladies,
18 Children of officers,
12 Staff-sergeants, with their wives and children,
910 Men, with their wives and children, and
6 Female servants,

And, when necessary, 26 officers in addition may be taken, by putting three instead of two into the spacious cabins intended for captains and subalterns, and by swinging some in cots.

To fully understand the difference between these ships and those in which our gallant soldiers have hitherto been taken to and brought home from India, it would be necessary to go on board one of the best of the East India merchant-ships, and then to pay a visit to one of Her Majesty's Indian troop-ships, and it would then be seen how much superior is the accommodation, and how much the comfort of the officers, and the men, women, and children has been studied. The establishment of this Overland Troop Service has, in fact, caused a change to be made for the benefit of the soldier, which could not have been dreamed of a few years ago, and we congratulate the Indian Government, the Admiralty, and especially the Director of Transports and the Chief Constructor, on the commencement of this well-organized service. We congratulate the army, also, especially those men who may,

unfortunately, be obliged to come home as invalids; and we feel sure that, in consequence of this valuable addition to the fleet of troop-ships under the pendant, many hundreds of gallant fellows will return to England, and recover their health and strength, who would, under the old system, have remained in India, or have died on the voyage home.

Even if there should prove to be no actual saving to the Indian Government in, what may be termed, the commercial sense of the term, and it should eventually turn out that the cost of the Overland and Cape routes are the same, there will stilll be a saving of that which is of incalculable value—human life; and this saving may, probably, be considerably increased if, after this new service has been at work for a season or two, and it has proved to be successful, as we doubt not it will be, the authorities at the India Office should determine on adding to the number of steamers, relieving the regiments more frequently, and reducing the term of service in India.

SOME OBSERVATIONS ON THE FUTURE EMPLOYMENT OF MOUNTED RIFLEMEN.

BY AN OLD INFANTRY-MAN.

In penning the following brief observations on the future employment of Mounted Rifle Corps, the writer has sought to call attention to some points which appear to him to have been hitherto somewhat overlooked.

Much has of late years been written about such corps. Many exaggerated views have been put forth, of their supposed powers of mobility, and of their alleged superiority to all other descriptions of mounted troops. It cannot be denied that on many occasions in India, from the days of Lord Lake to those of the Mutiny, and also in the armies of the North and South alike, in the recent American struggle, such corps have rendered valuable service, and some graphic sketches of their performances may be found in the pages of Sir H. Havelock's recently published work; but, it appears to the writer desirable that the subject should be divested, as far as possible, of theory, and presented to the military reader in a plain matter of fact style.

An able pamphlet, lately brought out,* which has been attributed, it is believed correctly, to an officer high in position in India, thus deals with the question from an Indian point of view:

"The powers of rapid movement supposed to be possessed by mounted riflemen, will not bear close examination.

"Mounted riflemen, like other British troops, require food and comforts of a nature not to be had, save from the Commissariat;

* *Memorandum* on Sir H. Havelock's Book, by W. H. N.

and provision must be made to carry such comforts, and to carry those who fall sick, or may be wounded. The feat of 5,000 riflemen riding from one end of India to the other, at the rate of twenty-five miles a day, carrying all before them is simply impossible. This march would last for a hundred days; and supposing they carried all before them, including forts, &c., what time would have been left to clear the country on the flanks of the line of march? What possible impression could be made by such a mode of campaigning? What would have become of the sick and wounded, of the numerous lame horses . . . . ? How are the grass cutters to obtain grass, if, day after day they are to march twenty-five miles; and how are meat, rum, and bread to be obtained for the men?"

"Native troops can do more (than Europeans,) as they have less encumbrances; but even by these the best march on authentic record, (not alluded to be Sir H. Havelock,) that of the Guide Cavalry and Infantry from Murdan to Delhi only averaged 26½ miles a day for twenty-two days, and this was in a country the resources of which were entirely at their disposal, aided by a British Civil administration, the corps, moreover, being full of zeal to reach Delhi, and under the command of a very active officer."

But, while thus proving the fallacy of supposing that mounted riflemen can thus outmarch other descriptions of cavalry, and act independantly of their supplies; and that, moreover, large tracts of our Indian Empire are either altogether, or at certain seasons of the year, wholly unsuited to the movements of such troops; he admits that "such a force might be useful to a certain extent;" and appears to think that two or three of our cavalry regiments might, for the sake of experiment, be advantageously altered into mounted rifle corps.

Of the Indian side of the question, the writer of the present article feels himself incompetent to speak; but a reference to our military history in times past, would lead him to infer that, however desirable it might be to provide such corps, the small proportion of Cavalry regiments in our service might often render it impossible to divert them from duties which specially belong to them for the performance of those of mounted riflemen.

The recent Continental campaigns have shewn that the rôle of the Cavalry is not played out as some writers have asserted, that "needle guns and rifled artillery have no more driven cavalry and even heavy cavalry from the field of battle, than they have from the theatre of war;"* and it may therefore be questioned whether any such modification of any portion of our cavalry be desirable; and whether, if such corps be needed, they should not be furnished from the ranks of the Infantry?

Of the advisability of thus equipping Volunteer and Irregular

* Hozier's Seven Weeks' War.

Cavalry, it appears to the writer, there can be no question; and it is much to be regretted that a system so eminently adapted to some of our colonies, like Australia and South Africa, should have hitherto received so small a share of attention.

One point may be here briefly adverted to, for, trifling as it is, it has no doubt an effect on the popularity and consequent success of such corps; this is the rigid and somewhat ostentatious utilitarianism of dress and equipment which has been hitherto considered indispensable to mounted rifle corps.

As long as the men are at home in their saddles, handy with their rifles at long and short ranges alike, (and hundreds such can be found in the colonies just referred to,) and are, moreover, able to perform the few simple manœuvres prescribed by the War Office Regulations for Mounted Rifle Volunteers, it is of little importance how they are clad.

Unquestionably, the most serviceable, and in the eyes of a practical soldier the most suitable dress, would be one similar to that worn by the well-known Droxford Foxhunter's Troop, (1st Hants Mounted Rifle Volunteers,) which has been so often quoted as a model; but this partakes too much of the character of every day costume in the 'Bush' and 'Veldt,' to find favour in the eyes of youthful settlers, to whom the opportunity of displaying a showy uniform on Royal birth-days and other red-letter days of colonial life, is a privilege too highly prized to be easily parted with. Thus we find, that where such volunteer corps exist, the most popular are those which, under the varying designations of Volunteer Cavalry, Carbineers, Yeomanry Cavalry, &c. are, or rather fancy that they are Cavalry '*pur et simple.*'

Now, if braided tunics of green or sky blue, helmets of German silver, or busbies of bear or kangaroo skin, have thus such potent charms; there can be no good reason why the taste of the wearers should not be gratified; though it is certainly not desirable to associate them with the clumsy equipments of our own Yeomanry corps of forty years back, or with the attempted performance of cavalry manœuvres, which neither men nor horses have sufficient opportunities for acquiring properly.

It appears to the writer, that if all such mounted corps were required to conform to the admirable system of drill laid down for mounted rifle volunteers, the utility of the Militia and Volunteer forces of our colonies would be materially increased, while the dress, appellations, and other minor details of such corps might safely be left to themselves.

Thus far, however, the writer's remarks have referred to the employment of cavalry, regular and irregular, in these duties; there remains the more important consideration of the possible employment of Light Infantry and Riflemen, temporarily mounted, for the same purposes.

The necessity for occasionally moving bodies of Light Infantry

either alone, or in combination with Light Cavalry and Horse Artillery, at a greater degree of speed than can possibly be attained by men on foot, is no novelty. In the Cornwallis Campaign of 1781, a detachment of the old 76th Macdonald Highlanders thus co-operated with Tarleton's Dragoons. During the campaigns against Hyder Ally, and in other of our earlier operations in India, detachments of the Company's European Infantry were repeatedly horsed, and rendered valuable service, both as cavalry and mounted infantry. In 1796, a small party of the 98th Highlanders (now the 91st), under a Lieutenant McNab, were mounted and proved very useful in the operations against the Dutch, and in the arduous forced march from the camp at Simon's Town to Saldanha Bay, on the unexpected arrival of the Dutch fleet there. In 1806-7, two mounted companies—the writer believes of the 1st Battalion, 54th—did good service under the late Marshal Beresford at Monte Video. The necessity of thus moving light troops was not unfrequently experienced in the Peninsula, and was usually met by the somewhat clumsy expedient of mounting the riflemen on the cruppers of the troop horses of the cavalry attached to the light division. In 1835, a company of the 75th, thus performed good service at the Cape, under the command, we believe, of the late Major-General Sutton, C.B, (then Lieut. Sutton). Other companies similarly mounted, rendered efficient service in the Kaffir wars of 1846-7, and 1851-3, for not only was the efficiency of small parties of Infantry thus immeasurably increased, a fact which though undervalued at that time, has been since recognized in the formation of the admirable bodies of mounted police, both in the Cape and Australia, but the men were, in some degree, relieved from the fatigues which proved in after years so fertile a source of invaliding in the regiments employed in these harassing and too often fruitless operations. The value of such corps in India was recognized by writers long before Sir Henry Havelock entered the service; and among other officers who have been impressed with the importance of troops of this description, may be mentioned the late Lord Hardinge, who is known, on his return from India, to have expressed himself strongly in favour of such a force.

Admitting then, the positions; that such troops may prove useful in certain cases; and that it may not be always possible to divert our small existing force of cavalry from the duties which specially pertain to them, for the performance of others belonging more strictly to Light Infantry; it becomes a question whether our rifle regiments and light battalions might not be usefully trained to such duties, so as to enable them to take the field in cases of necessity, as mounted riflemen; or to avail themselves of means which may be placed at their disposal for obtaining greater rapidity of movement in certain individual instances, as where it may be desirable to throw forward a body of riflemen more rapidly than could be done by the march of infantry alone.

The pamphlet to which we have already referred, gives a good example of the latter case in the camel corps formed by Lord Clyde in 1858:

"It was composed of four-hundred camels, each camel having a driver armed with a carbine. For each camel there was also a soldier, who, in a few days, became quite accustomed to the camel's motion, and could stand the longest marches with little fatigue. Two hundred admirable soldiers of the Rifle Brigade, and two-hundred Punjaub Infantry made up this corps of four-hundred men, besides drivers. Under an active and intelligent commander the corps made some extraordinary marches; and as provisions for the men's comfort could be carried on the camels, while no forage was necessary to be taken for the animals, the powers of movement of such a corps were far superior to any that could be expected from mounted riflemen. The four-hundred drivers could, at any time, protect the animals, and four-hundred excellent infantry were thus capable of being brought fifty miles in a night, and thrown into action without leaving a man with the animals that carried them."

But camels are not everywhere procurable, and even if they were, the peculiar effects of certain kinds of herbage upon them —which cost Sir Samuel Baker so dear in his earlier efforts to reach the sources of the Nile—would probably often present unforeseen difficulties in their employment in new countries. We are therefore brought back to consider the employment of horses or mules (?) for this purpose, and three points appear to require special attention:

1st. That the men should require a sufficient knowledge of riding and of stable duties to enable them to act with effect, and to take due care of the animals entrusted to their charge.

2nd. That some simple plan of accounting for the supplies, &c. of troops so employed should be recognized, which would prevent any unnecessary increase of the regimental returns and accounts, already so voluminous.

3rd. That a system of allowances (similar, perhaps, to the 'saddle allowance' of the officers of the Cape Mounted Rifles,) should be granted to officers while employed on mounted duty, such allowance to be so arranged as to be free from the vexatious quibbles and delays which now, in the face of the positive character of Her Majesty's instructions, almost invariably arise in the issue of field allowances to troops in the Colonies, when suddenly ordered to take the field.

The writer feels somewhat reluctant to enter further into points of detail, but he trusts his observations will be accepted by the reader in the spirit in which they are tendered, as suggestions which may lead to the consideration of the subject by those more capable than he is of pronouncing judgment on it.

In regard then to the first point. Might it not be possible,

at a comparatively small cost to the public,* to arrange that one or two single battalions of Light Infantry or riflemen should, from time to time, be horsed and practised as Mounted Riflemen, during their stay at Aldershot, or at the Curragh, (on the same principle that some years back each company of the Royal Artillery, before proceeding to a foreign station, were required to pass through the field batteries at Woolwich for the practice of mounted duties.)

The duties to be learned by these corps, it is almost needless to say, would not extend to wonderful cross-country flights of horsemanship, nor to the use of the rifle from the saddle, which imaginative people appear to regard as the special rôle of Mounted Riflemen, but simply of a fair knowledge of riding and stable duties; the practice of route-marching mounted; and the exercise by companies, as now laid down for Mounted Rifle Volunteers.†

Without a systematic practical acquaintance with the first two points, whatever the zeal displayed by the officers, it must be patent to all who have marched with horses, that the animals would soon prove a useless and costly encumbrance.

With a fair knowledge of the above details, the writer submits that the mobility‡ and general utility of our so-called Light Infantry Corps would be greatly and materially increased, at a comparatively small outlay, and in a manner which he ventures to think would, after a short trial, be by no means unpopular with either officers or men.

It may be asked would a year's occasional training for single battalions secure this advantage? In reply, the writer would instance the case of the Royal Artillery some years ago. In the long period which elapsed between the reduction of the late corps of Royal Artillery drivers and the present organization by brigades, every officer, non-commissioned officer, and man was supposed to be instructed in mounted duties; and despite the extremely small proportion of field batteries actually horsed at one time, and amid all the varying demands of Colonial service, the writer is not aware that a single case ever occurred, of a company having

* The horses might probably be supplied by a decrease in the number of mounted men in certain Cavalry regiments at home, say those next on the roster for India.

† The writer would not be understood to undervalue the efforts now making to improve the physical resources of the soldier; but he would observe that movements in double time are only applicable to very limited distances, and when carried too far, are apt to produce the evil results ever attendant on over exertion and overtraining. The latter, he has been informed on good authority, have been not altogether unknown in some French regiments, in which movements at the 'pas gymnastique' have been carried to an ill-advised extent; they certainly are not desirable to add to our already heavy list of military disqualifying agencies.

‡ It would not be necessary that these corps should be permanently horsed. In many Colonies light active horses could be easily obtained when required. What is called Bât-horse allowance of forage would be amply sufficient for them, and however hardly worked in the field, if care be taken to prevent their contracting permanent sore-backs, a month or two in stables would ensure their selling for more than cost price at the conclusion of operations.

proved unfit to undertake any duties either as Cavalry, Infantry, Horse or Foot Artillery, or Military Train, which it might have been called on to perform.

The extra staff required for a corps thus provisionally mounted, might, it is presumed, at first, be temporarily detached from one of the Cavalry Riding Establishments, and be transferred with the horses.*

The carriage of forage and provisions for troops of this description, when in the field, and the care of the horses whilst the men are acting as Infantry, matters which presented no difficulties in the case of the Indian Camel Corps, would need careful consideration; but it must be observed, that the same difficulties present themselves in the employment of cavalry in like manner, and that they are, probably after all, not as formidable as they at first sight appear.

The second point—the simplification of regimental returns would, the writer imagines, offer no unsurmountable obstacles: and in regard to the last point—the allowances to corps so employed—he would express a hope that when other more pressing and important considerations shall have received their mead of attention, the subject of the allowances and charges to troops employed in the field, more especially in the Colonies, may receive the attention it requires. As the case now stands, it would seem that a want of an understanding between the Home Government and the Colonial authorities, sometimes leads to uncertainty as to whether the cost of certain operations will be allowed by the Treasury, or thrown back on the colony; and difficulties thus arise as to the issue of field allowances to troops so employed, and as to the method of accounting for the cost of camp equipage and stores thus fairly expended.

However politic such precautions may be as a preventative of the cost of petty colonial operations, (which possibly may not meet with a full approval in Downing Street,) falling unexpectedly on the Home revenue; it is certainly undesirable that the troops should be made to suffer for it in the execution of their duty, and that Her Majesty's regulations for the Army in such cases should be virtually ignored.

NOTES ON ABYSSINIA.

Suggestions are plentiful and easily made, and if the Government were to pay attention to all these, it would probably result in the expedition ending as unfortunately as the journey of the old

* A felt 'numnah' and a saddle similar to that proposed in 'Nolan's Cavalry,' would perhaps be best. The Cavalry saddles in the War Department Stores are unnecessarily heavy, and are, moreover, intended for larger horses than are needed for Mounted Infantry. Hunting saddles, without great care, invariably cause sore backs, *when horses fall* away from long-continued service in the field.

man and his ass of pleasant memory. Without waiting to learn whether there is any reason why we should not use the same means of transport as is ordinarily used in making the journey from Massowah into Abyssinia, one man writes to propose that oxen should be employed; and another suggests that oxen should be employed, and that a certain number of them should be eaten every night, being first cooked wtth the vehicles which they had been dragging: a case of burning the boats, which might be attended with some inconvenience whem the expedition began its march back to the coast. Then as regards the carriage of the guns; one wants them carried crossways, another lengthwise, a third that no pack-saddle at all should be used, but that they should be carried in bags, and a fourth would put them into a sedan chair. Then as regards the country to be passed through, and the opposition we are likely to meet from the natives, no end of diverse statements are current, and various authorities are quoted. Consul Plowden has given a pretty full account of the difficulties which even small parties have to contend against in making the journey, and which will, of course, be greatly aggravated in some places in the case of a force so numerous as that we must send there. There is also somewhere in the Foreign Office a map of the norther frontier of Abyssinia, made by our unfortunate countryman from his personal observation. The distance from the coast to Northern Abyssinia, which is that where the Christian religion is professed, is from ninety to one hundred miles. It is occupied by many different tribes, all of which levy tribute on merchandise on condition of providing guides and protection. As some of these pay tribute to Turkey, and others are bitter enemies of King Theodore, there does not appear much reason for anticipating that our troops will meet with any serious obstables except such as arise from the climate and the nature of the country to be traversed, unless the Gallas should decide on fighting in defence of the King. The number of the warriors of the people just mentioned is estimated at twenty thousand; most of them gallant horsemen, well-skilled in the use of their weapons, fighting on the system of the Parthians, that is to say, fighting when they choose, flying when they please, and availing themselves of every opportunity of harrassing their antagonists. Fortunately these men are like Dugald Dalgetty of old, and are generally willing to sell their services to the highest bidder; we may therefore hope that our Government will be able to buy them, otherwise the danger to which the expedition will be exposed from their attacks during its passage through their territories are too evident to need specifying; especially as they actually delight in war, and are constantly engaged in it.

Plowden describes Abyssinia as a range of vast table-lands and fantastic mountains alternating and varying in elevation from 4,000 to 14,000 feet above the level of the sea. The country is intersected in various directions by deep valleys, which form the beds of

the larger rivers. The climate on the highlands is favourable to the health of Europeans, and it is only in the valleys that there is any danger from fevers at certain seasons, which would probably be for some time after the end of this month, when the country is saturated by the water which runs down from the mountains after the rainy season, which lasts from June to September. After reading the tales about Guinea worms, the tsetse, and other abominations which make one tremble for the perils to which our countrymen will be exposed, it is pleasant to read of the country to which they are bound as follows: "Fruit trees, the plum, the orange, the lemon, and the peach grow wild in the jungle; the vines are luxuriant, and the quality of the wine excellent. Numerous streams everywhere irrigate and adorn this agreeable land, whose rich meadows, lowing herds, sparkling waters, golden harvests, and shady trees, often present a scene of European beauty to the traveller." There will be no lack of grain and cattle for our troops if the people are friendly to us, but all depends on this, for if they are otherwise they will place these things quite out of the reach of the expedition. As to any moral effect that will be exercised by our troops over the tribes they will come in contact with, except such as springs from their possession of breechloaders, we need not look for it. Generally the members of a tribe consider their tribe as composed of the first people in the world, and each individual is apt to consider himself as the best man in his tribe. As to the Abyssinians, the same authority says they would offer little resistance to foreign conquest. Individually they are brave, but in masses, being without discipline, are hesitating and little to be feared, and are entirely devoid of patriotism. It is greatly to be desired that this estimate of their character may be correct, or the end may be very disastrous, owing to the overwhelming disparity in the number of fighting men in comparison with our little army, the computed number some ten or a dozen years ago being 200,000, and it is not likely to have been diminished since that time, though it may not have greatly increased, owing to internal discord. The want of patriotism in the country may probably be owing in a great measure to the antagonism between the people and the military, the latter being much too free in appropriating animals and farm produce when out of sight of the Emperor. A strong feeling, however, will drive them to overlook their grievances, and we have no means of knowing that the presence of foreigners in their country may not have the same effect of uniting them as fanaticism had in uniting them against the Mahommedans by whom they are surrounded; they are, in fact, a priest-ridden people, and so much under the influence of their priests, that these may by preaching a crusade against the invaders rouse the entire nation to a desperate resistance. We have already adverted to the intention of the Emperor Theodore in this matter; we have now before us a letter which was published in a Paris journal, written by a Count du Bisson,

some of whose letters have been published in different English newspapers.

In the particular letter we have before us, after speaking of the offers he had made to the British Government to obtain the release of the captives, he says "that the Emperor Theodore was at Debra-abor with forty thousand men; that a division of twenty thousand others was concentrated between Gondar and Matemma or Galabat, and that a like number of sharpshooters occupied Teegray. The Emperor was aware of the intention of England to send an expedition against him, but he had no fear of the result. He had issued orders to defend with the utmost desperation every pass, to place obstacles in and to break up every road, miserable as they are already, burn the towns and villages; to kill and throw the bodies of animals into wells and watercourses;* to burn down the forests, and while evading an actual conflict with the invaders, to harass them in every possible way, until they were worn out by fevers, privation and toil. The King had also induced the priests to proclaim in every church and public place that the object of the invaders was to destroy the worship of the Virgin Mary, and to force the Abyssinians to become apostates. To those who died in battle they promised paradise and immortality, to those who hung back they threatened excommunication and consequent damnation.† "All the letters which have arrived from Abyssinia, one of which was written by the most intimate counsellor of the Emperor, agree in saying that the entrance of the English expedition into Abyssinia would be the signal for the slaughter of every one of the captives."

The probability of the King carrying out his expressed intentions will be estimated by the knowledge we have of his character. The son of a chief, who certainly was not the most powerful in Abyssinia, he early imbibed the idea that he was destined to become the ruler of the whole of Abyssinia, and even to extend his conquests to Egypt and Turkey. The feudal system at that time prevailed in Abyssinia; the chiefs great and small did that which they saw fit, in defiance of the authority of the nominal emperor; and if the latter sent a body of troops against them they either fought them, or if they were too numerous to be successfully resisted, they abandoned their villages, and with their armed retainers, took service with a more powerful chief, who received them gladly, on account of the increase of power it gave him. The young Kasai, who is now known as King, or the Emperor Theodore, quietly but firmly determined to suppress this system. By degrees he strengthened himself, and eventually became strong enough to resist suc-

* The horrible effects produced by drinking water so poisoned in a hot climate are most forcibly described in Joinville's Ancient Memoirs of the Crusade of St. Louis in the Holy Land.

† The Abyssinians have an almost inconceivable dread of this punishment. See Consul Plowden's Report.

cessfully the army sent against him by the queen-mother. As politic as he was brave, he saw that notwithstanding his victory he was not yet strong enough to stand against the whole force that could be arrayed against him; he therefore boldly ventured to the court, and so ingratiated himself with the Ras, or Emperor, that the latter gave him his daughter to wife. His designs were in no way altered by his marriage, rather the contrary. His principal rival was the chief Oobeay, who governed Teegray as absolutely as though he owed no fealty to any man. It is not unlikely that the fear which this powerful chief inspired in the mind of the Ras had something to do with the reconciliation of the latter to Kasai, whom he may have regarded as an instrument to reduce the power of Oobeay to narrower limits; at all events it was sound policy to get them to war against each other, as by so doing they strengthened him in proportion as they weakened themselves. Kasai declared war against Oobeay, and marched his troops with such rapidity that they arrived at Teegray long before they were expected, and though a large army was sent out against him he defeated it, took his rival prisoner, and captured his treasury, which was exceedingly well filled. Having so completely crushed the greatest chief of all, to put down the rest who did not at once submit to his authority was only a work of time; and ultimately he trampled out all opposition to his authority, and acquired the sovereignty of the whole country. Instead of a number of petty chiefs exercising as far as they dared the power of life or death over their subjects, he appointed a great number of the men who had distinguished themselves in the contests he had waged as rulers over districts, and to these he gave what are termed shirts of honour, but they were so numerous that they had no power, even if they had the desire, to resist his will. Their position, in fact, is one of great social dignity, and though the ruler over five villages is inferior to the ruler over thirty, he will have his taster, his master of the horse, and other court functionaries, even if they exceed in number the rest of the household, guards and all.

To have risen to such a position, it is quite evident that the King is no ordinary man; and we have authentic testimony, in addition to the evidence of facts, to prove this. Consul Plowden, who lived with him a considerable time, had ample opportunities of speaking on this point from his own knowledge, and he had also the advantage of the information of our countryman Bell, who held the post of Commander-in-Chief of the Army and that of Grand Chamberlain. Had these two men lived we should never have heard of "British Captives in Abyssinia." The King had the fullest confidence in them, and though he would not at that time allow Plowden to reside in Abyssinia in an official capacity, owing to his jealousy of all authority beside his own, he would probably have negotiated a treaty with our Government if Plowden had not been unfortunately killed by a body of rebels; on whom the King

afterwards took a signal vengeance, killing one of the leaders with his own hand on the field of battle, while Bell killed another, but was immediately slain in retaliation by a relative of the latter. The result of this bloody engagement was that the rebels were utterly defeated, and a very large number taken prisoners, many hundreds of whom were put to death after the battle as traitors, but more probably because of the rage the King was in at the loss of his friends and advisers, Bell and Plowden.

Distinguished as the King is for his bravery on the battle-field, and his great strength and skill in the use of his weapons, he was not less so for the great austerity of his character. As a general rule an Abyssinian will do anything, and he will hear and laugh at any charge of immorality, however gross, but the King formed an exception, and though in the last ten or twelve years his character in this respect may have changed, we have seen no evidence of this. That he has become more harsh and irritable than formerly we can easily conceive; events have occurred which could hardly fail to produce this result in the case of any absolute ruler, and especially in the case of a man so impatient of opposition as he is. At the same time it is only doing him common justice to bear in mind that he received great provocation from Stern, who insulted the memory of his mother by describing her as a fruitwoman, and when under examination on this subject personally insulted the King himself by appearing to bite his thumb at him, the most deadly provocation that can be offered to an Abyssinian. We shall not know until Consul Cameron is able to make his report to our Government, free from all pressure, what influence has been exercised on the King's mind to induce him to act as he has done; but there is evidence enough, derivable from a variety of sources, to prove that adverse influence has been exercised to prejudice him against our countrymen.

To return to more general subjects—the influence of the priests is almost unbounded, and so far from being diminished by recent events, supposing the statements of the successes of the rebels to be true, is very possibly increased. Customs, morals, and all the social ties are moulded by them, but with the wisdom which distinguishes the dominant priesthood in most countries they have a great dislike to change, and consequently, these have remained almost unchanged through international wars, and the gradual decay of a wide and Christian empire. There are no obstacles in the way of free inquiry if the people choose; but generally they do not choose; they are content that their children shall receive the same amount of education they themselves received, which is usually confined to the Psalms of David, and these taught them in a language they do not understand, but which they are advised to repeat daily. The services of the church are conducted in the same language, but the priests alone have any knowledge of the Gospels read by them. The power

of the clergy is, to a great extent, derived from the practice of confession and absolution, and the power they have of excommunication. One additional bond of union between the clergy and the Emperor is their mutual dislike of the Roman Catholic religion, the former dislike it from motives of jealousy, and the latter because it sets up an authority beside his own. The people adore the Virgin Mary, and a great number of saints and angels, but it is only an outward form, and does not influence their conduct; their chief observance is in the matter of fasting, and in this they are very strict, and many a man who would think little of killing another would be shocked at the thought of eating on a fast day, though fast days are so numerous as to include nearly a third of the year. Churches abound, and the Abyssinians respect these as the dwelling places of the saints, whose names they bear, and a particularly religious man would not pass a church without kissing one of the stones of which it was built. Nunneries there are none, but monasteries there are, and as many scandalous stories are told of them as of similar associations in this country in the days of Henry VIII. The head of the church bears the title of Aboona; he is always a Copt, and his appointment is vested in the Patriarch of the Coptic church. The state in which he lives resembles a good deal that of the Pope's legate of old in England. "All churches must be consecrated by him, all priests and deacons ordained by him; crowds of pilgrims are always waiting in his courts, sometimes mixed with men of rank, some to obtain a blessing, or to be assoiled from deadly sin, a great number to be made deacons. Worn with a journey of perhaps months, priests are there in flaunting red garments, carrying a mysterious box, wherein is kept the Holy of Holies of each church, like the ark of the covenant, waiting for the blessing of the Aboona, which is equivalent to the consecration of that church." His sentence of excommunication is much dreaded, and he has great influence in all the political and war movements in the country. At the same time he dare not act in opposition to the clergy, nor could he safely set at naught any doctrine or tradition of the church, and beyond the possession of great power he does not seem to enjoy any special privilege over the clergy, except that of being entitled to take a new wife if he should have the misfortune to lose that he had.

It must, however, be acknowledged, that to the church belongs the little merit there may be in not suffering learning to die out of the country altogether, and there are not wanting many priests who run great risk of losing their lives, and incur the certainty of great suffering in making pilgrimages to the ruins of churches in desolate places; but the great bulk of the priests think only of eating and drinking, both of which they do in excess, and even practise greater vices than these, though without diminishing their influence over their congregations. We might say much more on this part of the subject, but we think we have said enough to show the amount of

influence that will be used to excite the nation to oppose our little force, and to wage against it a war of extermination.

Commerce is held in very slight esteem by all classes, but the sight of a trader is gratifying to the chiefs who dwell in the countries surrounding Abyssinia Proper, because it means gifts, or barter, or the opportunity of disposing of some of their subjects as slaves. Considering the perils to which these traders are exposed during nearly the whole of their journey, and the innumerable "squeezes" they have to submit to from everybody who possesses power of any kind, it is a wonder how trade can be carried on at all. A single trader, travelling with a small escort, is in constant peril during the whole of his journey, but where a number of them unite in forming a caravan, and engage a strong escort, they are generally safe from attack, especially as it is well known they will die in defence of their goods. But even supposing them safe against the attacks of men, they have to risk the loss of their mules and other animals from wild beasts. The following account is derived from the report forwarded to Lord Clarendon by our Consul, who had himself travelled through the district, and who subsequently rendered good service to traders by his energetic representations to the Turkish authorities. Everything is transported on horses, mules, or donkeys, and in consequence of the natural difficulties of the way the progress made is exceedingly slow. A caravan at each halt makes a camp near some spring or river. The packages are built up into stacks with small spaces between them, in the form of cells, which serve as sleeping places for the owners. The mule drivers sticks are laid across these holes, and serve as supports for the soft waterproof hides which are laid on them. All round these the attendants erect temporary huts, and in the centre of this enclosure the animals are placed. While this is being done by those who are appointed to the duty, other attendants are cutting and bringing in grass, others are trading with the nearest villagers for supplies of provisions, while others are making large fires partly for cooking, partly to keep off wild beasts. So thoroughly accustomed are those men to the work, that a large caravan will break up the encampment, and be on the march again in half-an-hour. Of course the services of men like these will be available to us to any extent that we may desire, and at the same time will serve us as guides through their own country.

In dealing with these villagers and their chiefs it is a fortunate circumstance the articles they chiefly prefer are almost all our own manufactures. They comprise red cloth, calico, silks, and velvets, printed cottons, red and blue Indian bunting, tobacco, some kinds of Egyptian cloths, American drills, glassware and beads, and, as a means of buying the influence of the priests, a good supply of frankincense should be taken by our expedition. To bribe the principal men of the tribes through which our soldiers must pass, nothing would be better than percussion muskets and sabres. It

must not be supposed, howeve , that they cannot appreciate the difference between a smoothbore and a rifle, or between an Enfield converted and one in its original condition. But probably the most useful means of procuring supplies from villagers after getting well into the country, will be salt cut up into small blocks, which can be bought in the Saltal district, and increase in value with great rapidity at every mile passed over; it is, in fact, the same thing as money among us.

THE SPANISH ARMADA AND THE PORTUGAL VOYAGE.

The "glorious days of good Queen Bess" used, once upon a time, to be considered as the period of the rise of the English Navy, and even now, interest attaches to the deeds of such men as Drake, Frobisher, Norris, and Essex, who seemed almost equally at home whether on land or at sea, provided that they had the rich and hated Spaniard to contend with. Some of their exploits, it must candidly be allowed, were far more of the piratical order than would now be tolerated, but the theory of "neutral rights" and "non-intervention" had not then been broached, and therefore the men that we are about to speak of must not be judged by the principles of the amiable Peace-at-any-price party.

When the Invincible Armada had come to grief, in the summer of 1588, a very natural impulse took possession of the English people, and this was to carry the war into Spain, and by "burning, sinking, or destroying" any ships that might be found in Spanish harbours, to render any renewed attempt against Old England an impossibility. This was all that the nation aimed at, but statesmen and commanders had wider views, and they resolved to attempt a great deal more, though in the end they accomplished a great deal less. But to explain their views it will be necessary to go back some ten years before the date of the Armada.

In the year 1578, Sebastian, King of Portugal, perished in battle against the Moors. He was succeeded on the throne by his uncle, an ecclesiastic, known as Cardinal Henry, who died two years after. Philip II. of Spain, who also was an uncle of King Sebastian, now claimed the crown of Portugal, and his renowned general, the Duke of Alva, soon made a conquest of the country. There remained, however, still another uncle of Sebastian, called Don Antonio, who, as prior of Crato, was the head of the military order of St. Bento d'Aviz, and who had seen considerable service in Africa, though he did not accompany his nephew on his last fatal expedition.

Antonio now claimed the crown as a native Portuguese, although illegitimate, but he was only indifferently supported by the people,

and he was soon driven out by the Spaniards. After a time he gathered a force, and made an attack on the Azores, but here he was beaten off by the Spanish Governor, and all of his followers who were captured were put to death. He attempted to raise a fresh army, but could not succeed, and at last, wearied out, he sought refuge in England, where he lived for some years little regarded. When the retaliatory blow for the Armada was determined on, Don Antonio managed to interest Sir John Norris in his cause, and the "Portugal Voyage" was the consequence. But we see plainly, from the papers in the Public Record Office, which form the basis of our narrative, that the poor Don was a mere puppet, and his restoration a matter that did not greatly trouble the "adventurers," as those who supplied funds for the grand joint-stock plundering expedition were called. Their design was to burn the Spanish shipping wherever they could find it; "by God's assistance, to sack the city of Lisbon;" and lastly, to gain possession of the Azores, as a good position for intercepting the Spanish treasure fleets. The Don was to be landed in Portugal, and if he could maintain himself there, well and good, but at any rate Lisbon, after the sack, was to be "held for Her Highness' use," disinterested love of Portugal not being even pretended.

Sir John Norris and Sir Francis Drake were what, in modern times, would be called the "promoters" of the scheme, and they managed to interest all classes in it, as the "subscription list," which is headed by Her Most Gracious Majesty Queen Elizabeth, also contains a London widow, who ventured her £50. Norris seems to have taken the chief part in the negotiations with the Court, which were necessary to give the affair a start, and on the 19th of September, 1588, he wrote thus to Lord Treasurer Burghley, and the attack on the royal purse proved successful.

"If it will please Her Majesty to nominate a treasurer for the whole adventure of the voyage, and to put into his hands £5,000 as parcel of her adventure, the adventurers shall bring up and deliver into the said treasurer's hands their whole adventure of £40,000, before that Her Majesty shall need to furnish the rest of her adventure; and the £5,000 desired before-hand to the treasurer of the voyage, not to be issued but with the consent and liking of the Queen's Treasurer; and if the journey should fail by any default on the adventurers' part, for not being able to bring up their whole portion, they shall put in sureties that so much of the £5,000 as shall be issued as aforesaid, shall either be repaid to Her Majesty, or else the armour bought therewith to be delivered to Her Majesty at such prices as it shall be worth in London."

A month later he sends to Burghley a list of the principal adventurers, modestly omitting his own name and Drake's. Among them we find Sir John Borough, Sir Roger Williams, Sir Charles Blount, Sir Charles Cavendish, Sir Edward Moore, Sir James Hales, Captain Hutley, Sir Edward Norris, Sir H. Norris, Sir Ed-

ward Wingfield, Sir Philip Butler, the Earl of Northumberland, and Lord Rich; this is the order in which he gives them, from which, perhaps, we may conclude that the "men of the sword," such as Sir John Borough and Sir Roger Williams, were more forward than the nobility, though eventually the expedition was joined by the wild and wayward Earl of Essex, in direct defiance of the royal command.

Two days after this list was sent, viz., October 16, the following requests and "remembrances" were addressed to Sir Francis Walsingham, the Foreign Secretary:—

"It may please your Honour,—In viewing the ships appointed for this voyage, we find that one ship of greater room were very necessary in respect of the King of Portugal, and such other company as goeth with us. Thereupon I have written to my Lord Admiral that the Queen will favour me so much as the Victory may be one, which, by the opinion of Sir Francis Drake, is a ship very fit for the purpose, and that may very well be spared. We therefore humbly beseech your Honour to add your furtherance towards my Lord Admiral, that the same ship may be obtained, wherein I trust your Honour shall find my Lord Admiral not hard to be intreated. I send your Honour a note of remembrances, having appointed Dr. Doyley to attend upon your Honour for anything that it shall please your Honour to command me. Thus resting to trouble your Honour any farther, I humbly take my leave. Canterbury, this 16th October, 1588.

"Your Honour's assuredly to command,

"J. Norreys.

"Remembrances.

"*Collection, Clergy.*—That it will please your Honour to treat with my Lord of Canterbury and such other Bishops as your Honour shall think fit, for a general contribution from the clergy, and to that end to procure Her Majesty's letters, or my Lords of the Council's, if it shall be needful.

"*The Lords to contribute.*—That your Honour will move my Lords of the Council to enter into adventure with us, for the better gracing of our journey.

"3,000 *quarters Wheat;* 2,000 *tuns Beer.*—That your Honour will please to procure the license for wheat and beer, and the same to be given to George Lesto.

"*Lord Admiral; Victory.*—That your Honour will further us to my Lord Admiral to have the Victory.

"*Hurleston, Treasurer.*—That it will please your Honour to favour Mr. Hurleston to be our treasurer, and that he may have that which the Queen doth order him before his going."

Most, if not all of these requests seem to have been granted. and we may presume that the work of preparation went on merrily. Commissions were issued in Feb., 1589, appointing *Norris and Drake* joint Generals of the expedition, with a provi-

sion of successors to the command in case of a mischance, couched in language more pious than now appears in documents issued under the sign manual.

"Forasmuch as the lives of all living creatures are in the disposition of Almighty God, and most uncertain to all human knowledge, therefore if it should be God's will to dispose otherwise than we desire and hope for, of Sir John Norris and Sir Francis Drake, Knights, to whom we have committed the charge of the Army both by land and sea for our service against Spain, so as by the death of them or either of them our said army and subjects in the same should lack persons as heads and Generals to govern them, the same should import great damage and dishonour, and frustrate the honourable actions by them for our service intended. Therefore we do here, by writing signed with our own hand, name and ordain upon such casualty, that if they both should by any accident die, or should by any mischance become unable by notable sickness or hurt, to occupy the rooms in which they are placed, then Sir Roger Williams and Thomas Fenner shall supply their rooms jointly as Sir John Norris and Sir Francis Drake did. And if Sir John Norris should miscarry or become unable as is aforesaid, then Sir Roger Williams shall be joined as a second to Sir Francis Drake, and if any mishap should come to Sir Francis Drake, then Thomas Fenner shall occupy the other. And we will and command that in case this our appointment shall be needful to be executed, (which we desire of Almighty God may not happen, according to His accustomed favours shewed to us in all our just actions for our defence), then that all persons that shall be in our said army shall obey the persons above-named to supply the places that may be void in all respects as they ought and should have done to our said two Generals, or to either of them, upon pain of our indignation, and of all extreme punishment that ought to be due for any that in such a case of weight for our service and our honour disobey our commandments. To which end we will that this ordinance shall be published to our whole Army, when any cause shall be given to put this in execution.—Feb. 23, 1589."

But though the good Queen had been prevailed on, not only to subscribe to the adventure, but to take the trouble of naming the commanders, she was "with saving knowledge blest," and therefore desired to see how the expenses were to be repaid to her if she advanced them in the first instance. Accordingly, just about this time, Sir John Norris sent in what Lord Burghley indorses as "A note under Sir John Norris' hand of the chief points agreed on for the repayment of the charge of the preparation of Portugal." It is as follows:—

"A note of the King of Portugal his promise for the reimbursing of the adventure and paying of the soldiers that shall serve in the enterprise.

"His Majesty will give assignation for the £10,000 to be de-

livered to the English merchants in Morocco, to the end it may be seen whether any credit may thereupon be gotten to provide arms for the Portuguese.

"The rest of the adventure, which may be £50,000, His Majesty is pleased shall be paid presently upon his landing, out of such money, wines, oils, salts, or other merchandize that His Majesty shall either by force, contribution or otherwise, procure out of Portugal.

"Towards the pains of the soldier His Majesty is pleased that the money that shall come out of Barbary shall be employed to that use, as also all other treasure that His Majesty shall anyway get in Portugal, and that all officers and soldiers shall, within ten days after the landing in Portugal, be passed musters, and according to the said musters, receive three months' pay; the terms of their service to begin the day of their embarking in England, and after the expiring of the three months, His Majesty shall cause payment to be made monthly one month beforehand, so long as he shall be served by any of these troops."

These fine promises of His Most Faithful Majesty came to nothing eventually, but at first they were readily swallowed, and so many volunteers offered themselves, that a warrant for pressing 4,000 men, which had been granted to the Generals, was found to be unnecessary. The preparations went bravely on, being stimulated by the seizure of a richly-laden carrack, which was suspected of being bound for Lisbon, but was brought into Plymouth, where a company of sharp adventurers possessed themselves of her cargo, and, in consequence, were able to subscribe handsomely for the "voyage." Their names are not given, but they figure conspicuously in Drake's balance sheet, which we subjoin.

"The whole sum disbursed, and by me to be disbursed, as near as it may be gathered by sundry accounts given me, and an estimation made of such as are not yet delivered, amounteth, as by the account appeareth, to . . . £51,188 14s. 8d.

"Whereof, there is adventured by the Queen's Majesty and by other persons these sums following, viz:—

	£	s.	d.
"By Her Majesty, parcel of a more sum resting in Her Highness' Exchequer	15,800	0	0
"By the Lord High Chancellor of England	1,000	0	0
"By the city of London . . .	6,736	13	4
"By the city of Bristol . . .	365	0	0
"By the town of Bridgewater . .	66	13	4
"By the town of Sandwich . .	88	15	0
"By the company interested in the goods of the Carrack . . .	5,000	0	0
"By Sir Thomas Pullyson, Knight .	83	0	0
"By James Quarles, Esq. . .	200	0	0

	£	s.	d.
"By Henry Vowell, Esq. . .	180	0	0
"By Richard Fowler, gent. . .	100	0	0
"By Bartholomew Barrbin, gent. .	100	0	0
"By Captain Fleiske . . .	500	0	0
"By William Campyon, gent. . .	60	0	0
"By Robert Brooke, of London, merchant	40	0	0
"By Mabel Bright, of London, widow	50	0	0
"By the goods brought in by Thomas Drake and William Hawkins, and sold in this town, to the use of this service	3,500	0	0
	£33,870	1	8
"And so the rest disbursed and to be disbursed by me and some particular friends, adventurers jointly with me, beside such as are above mentioned, amounting to the sum of . .	£17,318	13	0

"And further, there is taken up in this town by me and Sir John Norris, Knight, 100 butts of wines, for the which we have given our bills, to be paid at our return from the service.

"April 1, 1589. FRA. DRAKE."

So far, so well; but a very few days sufficed to destroy the hopes of "the company interested in the goods of the carrack." Into the merits of the question we have now no means of entering, but we know that the Council did not consider her a good prize; she was consequently released, as is grumblingly acknowledged by Norris and Drake. Still she was made to pay toll for the honour of being brought into Plymouth harbour. The Generals write thus, on the 6th of April:—

"Upon receipt of letters from some of your Lordships for the delivery of the argosy, we have taken present order for the dismission thereof accordingly, which otherwise we meant to have detained and employed in this service; for if it be duly looked into, it will appear that, what shew soever is made, she was bound for Lisbon or those parts. Howbeit, for the very needful provision of the army, we have taken out of her one hundred butts of sweet wine, upon order taken with them for their satisfaction, and with their assents."

At length all was ready, and the fleet was divided into five squadrons, consisting of 148 ships, and 32 transports; but of these sixty were mere boats, and there were but six Royal vessels, namely, the Revenge, Nonpareilla, Dreadnought, Swiftsure, Foresight, and Tiger. The mariners numbered 4,100 men, and the land forces 17,390, in 115 companies of about 150 each; there

were but 95 horse, and 290 pioneers. The "gentlemen of good quality" numbered, with their servants, 1500, and they bore a very prominent part in the operations, as will be hereafter seen. Sir John Norris and Sir Francis Drake were the Generals, and Thomas Fenner, "Vice-Admiral Captain;" each of these was also "Colonel" of a squadron, the other colonels being Sir Roger Williams (of whom we shall hear more by-and-by,) and Sir Edward Norris; the Rear-Admiral was Captain William Fenner. But the weather was contrary, and threatened to derange all their plans, as it had proved fatal to the Armada in the preceding year. And then arose the question, who was to be at the cost of the detention? Sir John Norris seems to have been the letter-writer to the expedition, and by the two following epistles he brought such a pressure to bear on his Royal mistress as procured the much-needed relief. He first writes thus to Sir Francis Walsingham, the Foreign Secretary.

"It may please your Honour, a most unhappy and contrary wind doth hold us in this harbour, whereby we greatly consume our victuals. We have therefore thought fit to write to my Lords of the Council to move Her Majesty that upon her credit we may victualled so long as the wind hath or shall keep us in, which in our judgment is so reasonable, and set down in the first articles of our contract, as we cannot imagine with what intent it may be refused. We humbly therefore beseech your Honour to second this our motion to my Lords, and to hasten our dispatch; otherwise the voyage will assuredly fail, and then are we past knowing what to do with the army; for upon their discharge every man will call for pay, which will be claimed from Her Majesty, by reason that the soldiers are arrayed by Her Highness' commission; and if there be want thereof, infinite spoils will be committed upon the country, and the arms and furniture lost, besides the dishonour such as the world will exclaim of. We humbly and earnestly beseech your Honour to fortify our reasons with all the help you can, as well as to my Lord Treasurer as to my Lord Chancellor, to the end we may receive a speedy and favourable dispatch. I hope, nevertheless, that before shall come to your Honour's hands we shall be under sail; and thus resting most ready to do your Honour all services, I most humbly take my leave. Plymouth, this 13th of April, 1589. Your Honour's most assured to command,

"J. Norreys.

"All our ships and commissions that we look for are come."

"My Lord Chancellor," as we have seen, had £1,000 invested in the scheme, so he would be likely to support the application. My Lord Treasurer was the sagacious Burghley, and, not to lose a chance, he too was addressed in the most persuasive of tones, and with success.

"Right Honourable my especial good Lord,—The foul weather

and storms have been marvellous and unwonted at this time of the year, yet, thanks be to God, our shipping hath received very little hurt. The wind remains contrary, which maketh me be somewhat importunate to put your Lordship in mind of our state. If we be not relieved by Her Majesty (the wind continuing contrary) the army must break, and then must order come from your Lordship what we shall do with the army; wherein it will please your Lordship to remember that to dismiss it, or any part of it, cannot be done without pay, without hazard of extreme spoil of the country. The army being broken up by this means, we take it that Her Majesty is to bear all our charges, the matter failing from Her Highness, which we beseech your Lordship to deliver to Her Majesty in most dutiful sort from us. Afterwards we shall humbly beseech your Lordship how honourable it will be that a journey of this quality, so notified to the world, shall break for want of a month's victuals. And thus hoping for some good dispatch from Her Majesty by your Lordship's good furtherance, I will commit the same to God's divine protection. At Plymouth, this 14th April, 1589. Your Lordship's most assured at commandment,

"J. NORREYS."

On the 18th April the fleet sailed, "the Queen," as Drake says, "having been pleased to relieve them with some victual." Many "persons of quality" were on board with the Queen's permission, but another gallant company, with the Earl of Essex at their head, who had been refused leave of absence from the Court, secretly repaired to Falmouth, where they found the Swiftsure, under the command of Sir Roger Williams, who, as an old comrade in the Netherlands wars, was easily persuaded, not only to take them on board, but also to sail in advance of the fleet, so as to render any letter of recall useless. These were speedily sent, and great was the commotion caused by them at Plymouth. The Generals of the fleet write thus to the Lords of the Council on the 7th of April.

"On Sunday last in the morning, understanding by your Lordships' letters sent by Sir Francis Knollys (he was Treasurer of the Royal Household), that the Earl of Essex should be departed from the Court without Her Majesty's license, and then also understanding a ship of Her Majesty, called the Swiftsure, was gone forth to sea that night, we entered into some mistrust and suspicion of the Earl's departing to sea in the said ship. Whereupon we presently sent forth a pinnace to follow the said ship, wherein Sir Francis Knollys went, and therewith wrote our letters to the said Earl (if it should fall out he were there) according to your Lordships' letters, requiring his Lordship to return, and advertising your pleasure in that behalf; but that pinnace not being able to weather the point next the harbour, and thereby forced to come in again that night, this day the

weather being come calmer, we sent forth again to the sea another pinnace, wherein also Sir Francis Knollys is, whereof hitherto we have no news. Immediately whereupon, the Earl of Huntingdon being come hither, we have understood further of Her Majesty's pleasure. And we humbly beseech your Lordships not to conceive we would in any sort consent to a matter so displeasing to Her Majesty, and which in regard of the action we have in hand, and our own particular, we would by no means permit, his Lordship being a personage whose presence at the Court would be more available unto us than his going in this voyage. For our own parts we protest unto your Lordships upon our faith and credit, we will not fail to use all possible means we may to procure his return, according as by our duties and your Lordships' commandment we ought to do. Since the coming of the Earl of Huntingdon we have written to the Earl and Sir Roger Williams, who is gone with them, requiring them to return."

The real state of the case seems not to have been known to the Queen at least, for a fortnight or more; but when she did apprehend it, "her wrath was sublime," as is shown by the following letter to Drake and Norris, the rough draft of which is preserved in the Public Record Office, interlined and altered so as to make it still more bitter and stinging by the hand of the great Gloriana herself. But even angry Queens have at last to listen to reason. Secretary Walsingham represented that Drake and Norris were men of such high spirit that they would certainly resign their command on receiving such a "wigging," and that Sir Roger Williams was so popular with his men that any harsh proceeding against him would infallibly lead to a mutiny. So the paragraph in italics was struck out, but even without that, the letter is a fine specimen of the "lion-like fierceness" that the Virgin Queen could display on occasion.

"By the Queen.

"Trusty and well-beloved, we greet you well. Although We doubt not but of yourselves ye have so thoroughly weighed the heinousness of the offence lately committed by Roger Williams, that ye have both discharged him from the place and charge that was appointed him in that army, and committed the same to some other meet person (as we doubt not but ye have choice of as sufficient as he is), and that ye have also laid punishment upon him according to his desert, yet We would not but that ye should also know from Ourself, by these our special letters, our just wrath and indignation against him, and lay before you his intolerable contempt against Ourself, and the authority you have from Us, in that he forsook the army, and departed from the charge he had in the same, without your knowledge (as We hope), and conveyed away also one of our principal ships from the rest of the fleet. In which points his offence is in so high a degree, that the same *deserveth by all laws* to be punished by death. Which if ye have

not already done (and whereunto We know your authority as General doth warrant you), We will and command you then that ye sequester him from all charge and service, and cause him to be safely kept, so as he slip not away, until ye shall know Our further pleasure therein, as ye will answer for the contrary at your perils. For as We have authority to rule, so We look to be obeyed, and to have obedience directly and surely continued unto Us, and so look to be answereth herein at your hands; otherwise We will think you unworthy of the authority ye have, and that ye know not how to use it.

"*In the meantime We have found it also strange that before your departing from Plymouth ye should either be so careless, or suffer your service so easily to be abused, that any one of our ships, much more a principal ship, should be in such manner conveyed away from the rest of the fleet, and afterwards also, being so near Falmouth (as we understood) should not by your command and direction be stayed, a matter which We cannot but remember unto you, and yet do hope that you are no partaker of the offence that is committed.*

"If Essex be now come into company of your fleet We straitly charge you that, all dilatory excuses set apart, ye cause him safely to be sent hither; which if ye do not, ye shall look to answer for the same to your smart, for these be no childish actions, nor matters wherein ye are to deal by cunning of devices to seek evasions, as the custom of lawyers is, neither will We be so satisfied at your hands. Therefore consider well of your doings herein."

This gracious epistle seems to have received its final shape on the 4th of May, but ere it could reach its destination the great offenders, Essex and Williams, had joined the fleet on the coast of Portugal, and done such good service that the Queen was obliged to be content with recalling her young favourite, and leaving the old soldier unpunished. How the expedition fared, and what was the result when it returned to England, we shall tell in another paper.

(*To be continued.*)

MILITARY PRISONS.

One of the most valuable of all the Reports published is that relating to Military Prisons. There are few subjects so important as diet, and from this report medical men may see precisely what is the result of feeding a large number of men entirely on farinaceous food, what the result of feeding them on a diet consisting of a little meat with it, and what a large amount of really hard work may be done on four meat dinners a week, and anything but an extravagant allowance of bread, oatmeal and milk. To those who know what the diet of military prisoners is, it will al-

ways be a matter of surprise that a diet which is found to be so conducive to health in their case should be considered quite insufficient for a civil convict.

It is satisfactory to find at the very commencement of Colonel Henderson's Report that there is a still further diminution in the Estimates for the maintenance of prisoners during the present financial year. In 1865-6 it was £48,370; in 1866-7 it was £46,986; in the present year it is reduced to £44,100.

The amount placed in the Estimates for the current year is £13,000, being 9,000 for home service and £4,000 for foreign. Last year it was £10,580 for home, and £3,652 for foreign, total, £14,232; and the number of prisoners who were sent to prison during the year 1866 was 6,520. In 1865 the number was 6,390; the per centage in the former year was 8·18, while in 1865 it was 7·98. The daily average number of prisoners in confinement during the year was 1,003, which was 1·25 of the whole force. Altogether there were eleven ordered by the visitors to be flogged for serious offences committed while in prison, who received among them 400 lashes. Thirty-three others were sentenced to solitary confinement; forty-six to separate confinement, which does not mean complete isolation from every one except the warders, and four were put in irons.

The number of prisoners under twenty years of age was 754; from twenty to thirty, 4,509; from thirty to forty, 1,219; above forty, 38.

There were 1,854 who had served two years and under; 1,969 who had served between two and seven years; from seven to fourteen there were 2,420; over fourteen and less than twenty-one, 264; and more than twenty-one years, 13.

There were 3,643 English prisoners, 698 Scotch, and 2,179 Irish.

There were 3,533 Protestants, 662 Presbyterians, and 2,325 Roman Catholics.

The characters they bore in prison were as follows: 5,422 good, 590 indifferent, 508 bad.

The number of punishments for minor offences inflicted by the governors of the military prisons in the United Kingdom on prisoners was 2,844.

The nature of the crimes for which they were punished will be seen from the following statement, which also shows that it has slightly increased. The total force was 79,654; and of these 1,561 deserted, a per centage of 1·95; 1,477 were absent without leave, a per centage of 1·85; punished for drunkenness, 1,926, 2·41 per centage; 207 were convicted of disgraceful conduct, per centage 0·25; 1,349, per centage 1·69, for other crimes.

The total charge for pay and allowances of prison officers, and for the subsistence and washing of prisoners was £25,377. The full pay and beer money of prisoners in confinement not issued amounted to £21,716.

The number of those who had been in prison previously who were under twenty years of age was 167; between twenty and thirty years of age, 2,127; from thirty to forty years, 705; and over forty, 30. Of these, 1,589 were English, 328 Scotch, and 1,112 Irish.

The length of service of these was, 494 two years and under; 1,096, seven years; 1,296, from seven to fourteen years; 135, from fourteen to twenty-one; 8, above twenty-one. 1,545 were Protestants, 291 were Presbyterians, and 1,193 Roman Catholics. Of these, 532 could not read, and 617 could not write.

The Report on health for the year 1866 is very satisfactory. The returns prove that the prisons are more healthy than the stations in which they are situated; and that these stations are more healthy than the localities generally occupied by troops. By returns from the Army Medical Department, showing the average strength of the troops, the number of admissions into hospital, and the number of deaths in the several garrisons in which the military prisons at home are situated during the year, it is found that upon an average strength of 35,984, the admissions to hospitals were 30,872, and the deaths were 269, a ratio of admission to the averge strength of 85 per cent.; a per centage of deaths to the force of 0·74, and of deaths to admissions of 0·87. The health statistics of the military prisons at home during the same period, shows that upon an average strength of 1,003, the number treated for sickness was 803, and there was only one death. This gives a ratio of admissions to the average strength of 80 per cent. deaths, 0·09, and a ratio of deaths to admissions of 0·12. The reason that there was so large a number of cases treated in the prisons in proportion to the average strength was owing to the continual admission and discharge of prisoners, and of their endeavours to escape a slight portion of their punishment by coming forward for treatment upon slight grounds. For further comparison we give the number of admissions into hospital, and deaths, on an average strength of 71,200 troops in the United Kingdom for the year 1866. On the average strength of 71,200, there were no less than 60,031 admissions into hospital, and 644 deaths. Making a large allowance for those men who are more sickly than others, and were consequently admitted repeatedly into the hospital, the proportion is so greatly in excess of what we see in civil life, that it is impossible to avoid drawing the inference that many of the men must go into the hospital on a mere pretext, and for the purpose of avoiding the performance of their duties. To show more clearly what the decrease among the prisoners amounts to, we may mention that in 1854 it was nearly 21 per cent; in 1855, about 15 per cent; in 1856, 17 per cent; in 1857, 16 per cent; in 1858, 15 per cent; in 1859 and 1860 it was only 13 per cent; in 1862, about 12 per cent; in 1863 and 1864 about 11 per cent; in 1865, rather less than 10 per cent; but in 1866, it was 13 per cent.

This improvement in health is attributed by the medical officers to the changes in diet that have been made. At the home stations, the diet is now for prisoners not engaged at hard labour, as follows:

Breakfast—8 ozs. of oatmeal, and half-a-pint of milk.

Dinner—9 ozs. of Indian meal, and half-a-pint of milk.

Supper—8 ozs. of bread, and half-a-pint of milk.

Which after six days confinement is increased to:

Breakfast—10 ozs. of oatmeal.

Dinner—12 ozs. of Indian meal.

Supper—8 ozs. of bread.

and a quarter of a pint of milk to each meal.

The diet of prisoners in the first, second and third class employed at hard labour is as follows on two days of the week, viz., Tuesday and Thursday:

Breakfast—8 ozs. of oatmeal and half-a-pint of milk.

Dinner—8 ozs. of beef, without bone, before cooking, 2 lbs. of potatoes or 8 ozs. of bread, one pint of soup thickened with 1 oz. of oatmeal, and 2 ozs. of vegetables per man, seasoned with salt and pepper.

Supper—8 ozs. of bread and half-a-pint of milk.

On other days of the week it is the same as for prisoners not at hard labour; but the first class are allowed an additional meat dinner on Sundays, whether engaged at hard labour or not.

When the medical officer deems it necessary for the health of the prisoner to occasionally substitute bread for oatmeal, it is in the following proportion:

10 ozs. of bread in lieu of 8 ozs. of oatmeal.

12 ozs. of bread in lieu of 9 ozs. of Indian meal.

8 ozs. of bread in lieu of 6 ozs. of Indian meal.

If in solitary confinement for a prison offence, or placed on bread and water as a punishment, 1 lb. of bread with as much water as the prisoner chooses for the first three days of his confinement, which may be extended to seven days at the discretion of the Visitor, and for the remainder of the period the same diet as for prisoners not engaged in hard labour.

On foreign stations the same diet is given when deemed expedient; but if not, only such diet as has been sanctioned by the Secretary of State for War. There is no distinction made between the prisoners on Christmas Day, all of them being allowed a meat diet.

Soldiers fed on such a meagre diet would not be supposed to gain weight; 353 men gained one pound each; 254, two pounds; 184, three pounds; 137, four pounds; 97, five pounds; 76, six pounds; 56, seven pounds; 41, eight pounds; 31, nine pounds; 15, ten pounds; 12, eleven pounds; 16, twelve pounds; 8, thirteen pounds; 10, fourteen pounds; 2, fifteen pounds; 1, sixteen pounds; 2, seventeen pounds; and 2 men actually gained *eighteen pounds.*

But there were a great many who lost: 684 men lost one pound; 642, two pounds; 487, three pounds; 521, four pounds; 481, five pounds; 252, six pounds; 342, seven pounds; 265, eight pounds; 207, nine pounds; 209, ten pounds; 133, eleven pounds; 85, twelve pounds; 45, thirteen pounds; 41, fourteen pounds; 37, fifteen pounds; 31, sixteen pounds; 23, seventeen pounds; 8, eighteen pounds; 6, nineteen pounds; 9, twenty pounds; 8, twenty-one pounds; 3, twenty-two pounds; 2, twenty-three pounds; 3, twenty-four pounds; and 4 lost twenty-five pounds. Thus the total number who gained whilst in prison was 1,297; while 4,698 lost.

Under the improved diet the loss of weight has greatly diminished, and the number treated for sickness during the year 1866 is proportionately less than in any year since 1854.

Notwithstanding the ugly rumours about Fenianism in the Army in Ireland, the returns for the prison at Cork do not prove that there was any truth in them; there was an increase in the number of prisoners in 1866 over the preceding year, but this is partly explained by the number of troops quartered there being greater, and chiefly from the circumstance that a court-martial is held on every soldier after the fourth case of drunkenness within twelve months. The precise numbers returned during the years 1865 and 1866 are, in the former year 188, a proportion of 4·944 on the average number of troops sending prisoners, which was 3,802. In the past year there were 424 prisoners admitted, the average number of troops sending prisoners being 6,623, which would give a proportion per cent of prisoners to strength of 6·402. The return of the number of punishments inflicted on prisoners for breaches of the prison regulations appears excessive, namely 219, a number so large that taken without a fuller understanding of the matter than that derivable from the figures themselves would render the observation of the Governor, Major Campbell, that the general conduct of the prisoners had been good, incomprehensible. The manner in which this great total is reconciled with the report of the general good conduct of the prisoners is sufficiently elucidated by the statement that no less than 68 of these prison offences were committed by four prisoners alone. This case supplies another instance of the danger of deducing arguments from figures alone. The probability is that the report next year will be less favourable; the payment of the arrears of pay having led to the commission of many offences, as might have been expected.

It will probably be remembered that in Cork itself and in the neighbourhood of the city there were many cases of cholera, diarrhœa, and other diseases of a similar nature; and it would be very naturally inferred that the prisoners would have suffered from the same cause, especially as from their being in confinement the danger would be aggravated. The Report shows how much cleanliness and proper precautions will do to preserve health under

adverse circumstances. By careful attention to the drainage, and plentiful use of deodorising fluid, and the careful cleansing of every part of the prison, the health of the prisoners was maintained in a most satisfactory manner. Much of this was also due to the warm clothing supplied to the prisoners during the cold weather, woollen gloves in winter, and flannel waistcoats in the case of those whom the medical officer considers to require them. Care is also taken in preserving the temperature in the cells during the winter at about eighteen degrees above the temperature out of doors; each cell contains 690 cubic feet of space. There is an abundant supply of hot and cold water for baths, and the enforced attention to diet and abstinence from dissipation, causes them to leave the prison in better health than when they entered it.

There is the same complaint about Aldershot prison, and its unsuitableness for the confinement of prisoners. Twice has a sum been placed on the Estimates for building a permanent prison in place of the wooden structure now used, but nothing has been done; and this is a double evil, the expectation that a new prison would be commenced immediately has prevented money from being expended in remedying defects which, for the sake of the health of the inmates, ought to have been removed long since. There has been a considerable increase in the court-martial prisoners committed to this prison during the year, but this is not considered to be an indication that crime has been more prevalent; it is attributed to greater stringency in the administration of the law respecting drunkenness. The general conduct of the prisoners while in goal has been good, though there have been a great many punished for breaches of the prison regulations, who could not have committed them if the prison had been constructed as it ought to be. Here then is another reason for building a permanent prison at the camp, as it is manifestly unjust to first place men under conditions in which they are actually tempted to commit offences, and then punish them for having yielded to the tempation. Notwithstanding these disadvantages, a comparison of the re-committals with those of other prisons shows that the management is so good that these drawbacks are almost compensated for by the zealous manner in which the officials do their duty. Even if it is doubtful whether the camp shall be continued at this place, of which we have heard no mention, that would be no reason against erecting a prison there, as prisoners could be forwarded there from all parts: there would, however, be this objection against having a great central prison at a distance from the camp, that the aggregate cost of conveying men to and from the prison would amount to a considerable sum during the year.

It is satisfactory to find that notwithstanding the defective *sanitary arrangements*, the health of the prisoners has been ex-

cellent; on many occasions there has not been one patient in the infirmary. This is, no doubt, in a great measure to be attributed to the excellent quality of the diet, which is quite sufficient in ordinary cases; though the governor thinks that after six months imprisonment the prisoners ought to have an additional allowance of bread. So far from some of the prisoners having to complain of their imprisonment, they have had cause to rejoice over it on their return to their regiments, for whereas they entered the gaol ignorant of how to read or write, they have been able to do both on their discharge. In fact, the school has worked exceedingly well.

The very sensible regulation adopted to employ well-conducted prisoners on useful labour outside the prison walls has been advantageous in a variety of ways. It must have increased their self-respect by imparting to them knowledge of which they were previously ignorant, and therefore rendered them less likely to repeat their offences on their return to their regiment; it had assisted in preserving their health and strength; has gratified them, and therefore made them more careful not to infringe the prison rules, by giving them a much better diet than they would have been entitled to if they had been kept in prison in idleness, or with no other employment than shot drill and similar unprofitable labour, and as regards the public, estimating the value of the labour performed by the prisoners under the Royal Engineer Department, at sixpence a day each, the amount gained, or saved, which is the same thing, will be £770.

Before leaving Aldershot, we must not omit to point out the hardship of the officers and servants of the prison, being lodged under circumstances less favourable to health than the prisoners; an extract from the report of Dr. Fox, the medical officer, seems to prove that this is the case; he says: "I would beg leave to bring before the authorities the limited room accommodation of the officers and servants of this establishment, and would take the liberty of suggesting, on sanitary grounds, the necessity that buildings of a substantial character be substituted for the present wooden huts, as more in unison with the climate, and as conducive to health. The wooden huts have answered very well as temporary residences, but it never could have been anticipated that they should continue to be occupied by the same individual through a long series of years. The floors in the huts are almost close to the ground, and the ceilings are oppressively low. In several instances inmates suffer from headache, dyspepsia, and nervous irritability."

The alterations in Southwark Prison have not only been of great benefit to the warders by saving an immense amount of fatigue, but from the number of prisoners that can be accommodated there in separation, namely, 158, many prisoners who would otherwise have had to remain in Fort Clarence, have been removed to it.

The report of the Governor of Fort Clarence, Major Edwardes, is unusually valuable, as well in connection with civil convict prisons, as in those limited to the reception of soldiers only. In Fort Clarence Prison, the convicts, good, bad, and irreclaimable, associate together. The effect of this on the young soldier is bad in a moral point of view, and has the effect of throwing an obstacle in the way of the object, which it is the earnest desire of the government to bring about, namely, to get men to re-enlist on the expiration of their first term of service. He is made discontented with the life of the soldier, and the Major expressed a decided opinion that confinement in barrack cells would be a mode of punishment preferable to sending them to vegetate in an associated prison. Before being appointed to the command of this prison, he had always had to deal with cellular prisons, and in these he had found punishment and repression of offences could be more effectually combined, at the same that the mind of the soldier was more open to advice and admonition. We may add that in this opinion of the evil of having prisons in which it is not possible for the men to be kept separate, all the governors are agreed.

The report from Devonport, both as regards the conduct of the prisoners and their health, has been good; none of the men suffered from cholera, though it made its appearance in Plymouth. The number of cases however in this town was small, and it did not travel to Devonport at all; but the same favourable report is made by the medical officer at Dublin, where cases of cholera were very common in the city and neighbourhood, and made its way into the civil convicts' prison. No change in the diet is reported from this prison on account of the cholera, but at Limerick Dr. Louch thought it advisable to fortify the prisoners against the epidemic by substituting eight ounces of bread and a pint of coffee for the usual breakfast of oatmeal and milk. This modification of the diet was confined to Limerick; in all the other prisons the regular scale was adhered to, and the opinions expressed by the medical officers are unanimous as to its sufficiency in preserving the men in good health.

The report of the conduct of the troops quartered in the district in which Gosport is situated, is less favourable than in any other place, except Weedon. Though the number of the troops was one-fifth less than in the preceding year, the number of prisoners was greater by 148. The greater number of offences here as elsewhere come under the head of drunkenness and desertion. Colonel Wellesley, who is the governor of the prison, considers that confinement has no effect whatever in reclaiming the habitual drunkard, nor will he be restrained from the repetition of the offence by the stoppage of part of his pay; as he will in that case sell some of his regimental necessaries. The preventive he proposes is a fine of one shilling for the first offence, two shillings for

the second, and so on up to five shillings. To prevent the sale of his necessaries or clothing, the Colonel proposes that they should be indelibly marked with the broad arrow, and that a peculiar coloured thread should be worked into the materials of which his clothing is made. There is one insurmountable obstacle in the way of the adoption of this remedy it seems to us, and that is the impossibility of extracting a fine of five shillings from any soldier, much more from a man who will spend every penny as soon as he gets one, at the beer or gin-shop.

The report of Captain Boyle, the governor of the prison at Weedon, is so very unfavourable as to offer a striking contrast to the reports of the other governors. In disgraceful conduct and other crimes there is a slight diminution, but the cases of desertion and absence have been more numerous, and especially for the purpose of avoiding foreign service. Not only has the number of prisoners been greater, but their conduct while in prison is described as having been very bad.

In concluding our abstract of the Report we have very few remarks to offer. The general opinion of all who have to deal with the prisoners is, that the associated system ought to be abandoned; there is not a single voice raised in support of it. As regards the employment of convicts, we will not enter into that question, the arguments against employing them in useful labour are pretty well known, but though there would be an objection to allowing a convict to earn money while in prison, there could be none to allowing him to earn better diet, while the establishment of workshops in which well-conducted soldiers might earn a little money in addition, would not, we think, create a disinclination among the men to remain in the service on the expiration of their term, caused by the supposition that they could earn more money out of the service.

FOREIGN SUMMARY.

Paris, Sept. 23.

Except that it has been very hot and very cold, there has been very little of interest passing here affecting the general population. Complaints of many particular classes and individuals there have been as usual. The cabmen tried to make hay in the sunshine of the Exhibition so very fast, that a large number of vehicles were brought into use to carry persons from the Exhibition to fixed points at a small charge, and as these continue to run, and there are fewer visitors who require a conveyance, or who will pay more than a small fare for it, the cabdrivers find themselves in a state of forced idleness, without sympathisers, for a cabdriver in all cities is a species of Ishmaelite, whose hand is against every man, and every man's hand is against him. The number of visitors has

fallen off very considerably, and the English tongue is far less frequently heard, and the free and easy style of costume, mourned over by English residents in Paris, less frequently seen than it was three or four weeks since in the theatres and places of amusement, though British sovereigns and bank notes went a long way to make up the total of £90,000, taken at these places in the month of August alone. The deeds or misdeeds of Englishmen have contributed more largely than usual during the past month to the amusement of the Parisians. There was the affair at Dinan, which in consequence of the peculiar kind of adornment used by Mr. Sweeting and his friends for the statue of the great Bernard, was thought too funny for anger, and will very probably be used at some of the minor theatres in a farce in which our countryman will furnish the vehicle for exciting mirth. The Labouchere case has supplied food for comments not calculated to make Englishmen laugh.

Those doleful prophets who wagged their heads and repeated the echoes of the *cafés* and dining-rooms that war was certain before the closing of the Exhibition, are at their wits' end to invent reasons to explain how it has happened that there has been no war, and why we should still anticipate that the evil is not distant. It is impossible to convince these pessimists that neither Prussia nor France have anything worth fighting about, and that it would not be a sufficient justification of a war that Bismarck puts his tongue in his cheek, or as the practice here is to wag the tongue between the thumb and forefinger, at France. The interview of the Emperor Napoleon with the Emperor of Austria, which occasioned some disquietude at first on the supposition that it pretended war against Prussia, is now looked upon rather in the light of a guarantee of peace, and Frenchmen are beginning to comfort themselves with the hope that the prosperity of the country will go on increasing, that the imposts will be diminished, and that the conscription will not weigh so heavily on them after all as they had anticipated. Reports are, of course, plentiful and contradictory as to what passed at the interview, but many are agreed that the principal acts that will follow will be an assimilation of the coinage of the two countries, the removal of the bones of the second Napoleon to a French cathedral, and the ultimate removal of restrictions to a free commercial intercourse between the two countries. Many tales are told of the wonderful execution of the new gun, if gun it be; and many people regard it as a species of fire-engine which vomits flame and smoke and bullets instead of water. That a sufficient number would utterly destroy a regiment of infantry, or annihilate a squadron of cavalry before they could advance six hundred yards are among the mildest of its anticipated achievements. A letter from Paris in a provincial newspaper says :—

"The trial of the new small cannon, the most terrible arm yet *invented, continues* at Meudon. None know their mechanism, ex-

cept the artillery officers who direct the experiments. Cannon, carriages, and ammunition are brought in leather valises, and the trials take place behind a screen of planks. All that can be known is that at 2,500 metres these arms send a perfect hail of balls against a target two metres high and one broad. At that distance the balls pierce an iron plate two centimetres thick. Each cannon can fire two shots in a minute, and two men suffice for the transport of the arm, the carriage, the ammunition, &c. Lately these guns were tried against a clump of trees at 1,500 metres (nearly an English mile). The trees were mowed down in a few minutes, like a cornfield by a steam-mowing machine. It is frightful. Five or six men armed with such an engine could destroy a whole regiment in a few minutes."

Statements in letters sent from Paris are frequently as inaccurate as those furnished by London correspondents to country newspapers in England, but I know from other sources that there is a good deal of fire in the smoke which envelopes these statements.

It has been, and is still a common practice among foreign newspapers to represent the French nation as so anxious for glory that it is only by using all his power that the Emperor is able to hold the nation in check and maintain peace. These assertions have been revived of late with more boldness than ever. Once more I repeat that the nation has no such desire for war as is attributed to it. Some French newspapers make these statements as well as foreign ones, and none of those who know better hold their peace, because they know their readers like to hear them. Frenchmen are, in fact, flattered by them; they conceive that it exalts the character of the nation in the eyes of foreigners, but they do not themselves believe them for all that. Foreign politics are a sealed book to the bulk of the French nation, who know as little of Count Bismarck as the mass of the English nation does of the proceedings of the North German Parliament. There is a vague feeling among Frenchmen that Prussia has enlarged its borders, and that it is acting in a defiant manner towards France; and though they like well enough to crow themselves, they don't like the idea of being crowed at, and the impression is general that this is what Count Bismarck is doing. Consequently there is a very prevalent irritation which might very easily be made to assume a more definite shape if the government wished to provoke it. The stupid animosity displayed by some foreign journals towards France, which are supposed to speak with an authority which they do not in reality possess, has excited similar articles in some of the French newspapers that are supposed to speak with a semi-official authority. That France is preparing for war, so far as the replenishing of the military stores is concerned, and completing the skeletons of the regiments, there is no doubt, but there is nothing in this which is not justified by what is taking place in other countries.

The military schools have been engaged recently in the study of

night tactics, apparently after the manner of those which have been performed by the engineers at Chatham, and, of course, with the same object. There has been more life in the camp at Chalons this year than last; the stay of the Emperor was expected to be so long that officers and men were alike induced to prepare the camp for his reception; and for the attainment of this object more gardens were cultivated, more flowers planted, and altogether much greater pains were taken to give it what Jenkins would style a gay and festive appearance. Modifications in the uniform of the troops there certainly will be as these are renewed, but it is scarcely probable they will be carried so far as some of the models that may be seen parading in the camp would appear to indicate.

Pending the revival of the scheme for the re-organization of the army, some consolation is derived from the soldiers whose term of service expires in 1865, being placed in the reserve at once, and long furloughs being granted to others who desire it.

So much has been said in English newspapers on the subject of the communications made to the French press by the Government, that it is worth noticing that the attacks on the proceedings of the Government which have led to these communications may have been originated by the desire of persons interested in certain factories to attract public attention to them; the intention being to advertise their removal to a new site, to originate a public company, or to make out a case for compensation. Take the case of the soap and candle factory grievance, respecting which so much has been said in the English newspapers. It was asserted that they had paid 100,000 francs for octroi dues within a stated period, whereas the amount actually paid was a good deal less than one fourth of that amount. Figures may be made to prove anything, and it is suggested by the Minister that the first-mentioned sum is that which would have been levied on the materials brought into the factory if they had not been mixed in such a manner as to change their nature outside Paris, and so reduce the dues to the extent stated.

England has no reason to feel flattered by what is said of the projected invasion of Abyssinia. Frenchmen thought it a very hard case that their government had attacked Cochin China, though it had the troops with which it was made almost on the spot, and the attack was made on a town on the coast, but that we, we who are supposed to be incapable of going to war for an idea, should send a small army at an immense expense through a pathless and heated pandemonium, for the purpose of liberating a few men from the hands of a barbarian King is what they cannot realize; and they puzzle their imaginations to discover some connection between it and the Eastern question, and failing in this, they can only attribute it in some way to a desire to promote opposition to the Roman Catholic missionaries. Many are the inquiries addressed to Englishmen about the number of captives, inquiries made in vain, for not one Englishman in a hundred knows how many there are; and all they know about it is, that Consul Cameron is one of them.

It is an ill wind says the proverb that blows nobody good, and the French government is not only deriving immediate benefit from the insane talk of the Frenchmen who were present at the so-called peace-congress, but will probably derive more as the knowledge of what passed there spreads throughout the country. People say, at least a great many do, "you see there's no change, and if you were to make the press as free, and give the right of meeting as freely as it was conceded under Louis Philippe, we should have the same disturbances over again." And then they reckon up the improvements that have been made by the present government. Those who complained of the immense sum of money expended in the rebuilding of Paris, admit that it is much better that the money should have been spent in this way than in the creation and maintenance of national workshops or any similar folly, which might have been committed under a different form of government. The Geneva congress, though it met to talk of projects of universal peace, was in reality the most riotous that can be imagined. More men had got their little ideas in their pockets, with the intention of firing them off, than could have accomplished this in any reasonable time, and so anxious were they to give the rest of those present the benefit of them, that it was no uncommon thing for three or four orators to start at the same time, so that neither of them was heard. So little did many of those present care to hear what any other man had got to say on the subject of peace, that when Garibaldi came, he was as much welcomed by them for the reason that he would prevent others from being heard as well as themselves, as for any other reason. The attendance of Garibaldi was the great event of the congress. Men and women rushed to see him, struggled to touch his hand, and there was no amount of pushing that women did not encounter in their eagerness to welcome him; though if he were to return again, his reception would be far from enthusiastic; the language he himself made use of, or which was attributed to him, or was used by his friends, some of whom had either never had any reason, or if they had, lost it and never recovered it. Garibaldi himself is as mad as a March hare on the subject of priesthood, and judging from some of his proceedings, it might fairly be surmised that his ideas on other matters are something more than obscure. If, however, nothing had been said by him or his friends, except on political matters, even if what they said was the height of absurdity, he might have gone away with the respect and attachment of men who admired him for his great deeds, while they contemned his understanding; but when he was spoken of, as some of his Italian followers are fond of speaking of him, as the Christ, or as some of the papers softened it down, the modern representative of Christ, decent men and women were disgusted, and though he departed without insult, those who remained behind and vented their blasphemies were summarily disposed of. The people crowded into the building, shouted, pushed those occu-

pants of seats, who had been lucky enough to get any, from their places, and made such an uproar that it was impossible for anybody to hear except the reporters, who caught a few words occasionally, because the speakers addressed themselves to them. Altogether, it is a pity that what was conceived from such exalted motives should have been rendered abortive by the blasphemies and absurdities of some wretched individuals whose proper place among mankind would be at the very bottom of the scale.

Perhaps the ten articles against war, issued by Fanny Lewald, were as much to the purpose as many things that were said during the discussion. In substance they were as follows: To settle a dispute by fists and sticks is unworthy of a reasonable being. That which is unworthy of one is unworthy of ten, or ten hundred, or ten thousand. If it is unworthy of a man to settle his own quarrel in such a way, it is more degrading still to attempt to settle another man's at his bidding, and for his profit, and even to go to the length of killing a fellow-creature who has never done him any harm. It never occurs to any sensible man to praise the victor in a street fight, why then should that victor in a fight, in which a hundred thousand men are engaged, be admired. It never occurs to two men concerned in a street fight to invoke the Almighty as a witness, or to imagine that he takes a special interest in their doings, nor would the case be altered if ten men were engaged in it; they would be regarded as fools if they did; what number then is requisite to change this impression, and to induce the belief that a God of love can regard with an approving eye, or take any part whatever in the struggle of a larger number.

Mazzini's letter to the congress is, perhaps, the most logical. He desires peace as much as any man; it is what he has been seeking for all his life, but as it will be impossible to preserve peace so long as every nation has a standing army, and as he does not expect that any government will abolish it, the preliminary to universal peace will be a general war, in which all the governments will be overthrown, and the millenium of republics will begin.

The event which is looked for now with the greatest interest all over the continent is the invasion of the Papal States by Garibaldi. Single volunteers are said to be making their way across all along the frontiers with the intention of exciting an insurrection. They are all, it is said, provided with revolvers and money, though where they get the latter from is a mystery, some say it comes from Berlin, which is by no means likely; at the same time it must certainly come from somewhere; my own opinion is, that it is provided, as it has been on similar occasions in the case of other enterprises, by speculators who have already taken their precautions to make it pay; other combinations beside trades-unions know the value of a judicious use of gunpowder now-a-days. The Garibaldians could hardly have chosen a worse time than the present for the success of their enterprise; but movements like these

require to be set in motion some time beforehand, and how unsuitable the moment may be when the time comes, the movement must go on; the least delay, or anything which causes uncertainty, excites suspicion among the mass of the conspirators that they have been betrayed, and that the government has become cognisant of the whole affair.

In the case of such benighted individuals as constitute the bulk of the Italian nation, it is difficult, impossible even to predict what they may do. An inflammatory address, the sight of a number of red shirts and revolvers going on an expedition of some kind, might so work on their imaginations as to cause even men who had determined to take no part in any movement, to rush after them and join in their proceedings, however much they might repent of it afterwards, which they certainly would. The bulk of the Neapolitans and Sicilians were almost unanimous in their reception of Garibaldi and the overthrow of their old government; they have repented of having done it but once, but that has been ever since. One reason why a Garibaldian movement in the Papal States is less likely to be successful now, is the depression and fear occasioned by the cholera, and by a grateful sense of what the Papal troops have done for those smitten by it. The Italians are an impulsive people, and are as easily moved to gratitude as to any other passion, and the knowledge that the soldiers risked their lives in tending the sick and burying the dead will be remembered long after the interest in political matters has died out of their hearts. I am quite sure the Zouave who can show the gold medal given by the Pope in recognition of the services they rendered in this matter might, when the plague has disappeared, travel from one end of Italy to the other without having a single penny in his purse at starting, and yet want for nothing by the way.

Still, the Papal authorities are much disturbed by the apprehension of an insurrection. Even if it were not successful, it could scarcely fail to be attended with bloodshed; and nobody who knows anything of the character of the Pope and of many of the highest and best men in Rome, can be ignorant of the horror they have of inflicting bodily suffering. So far indeed is this carried, that many a criminal who deserved to die several deaths has entirely escaped an adequate punishment of his crimes. To the desire of avoiding a contest rather than to any apprehension that their services will be required to put down an insurrection in the city may be attribnted the recall of the Papal troops.

The address of the Junta at Rome invokes unity among Liberals, in order that the citizens may be delivered from the yoke of the priests, and Italian unity completed. They express the belief that they will be aided in this without a breach of the September Convention, or depriving Rome of the initiative of the insurrection. The Junta goes on to say that it has a strong force at its disposal, but that this cannot be put in action against the strong force of

Legitimists and others that will be arrayed against it without much money: and that for many months the cash-box of the Junta has been fed entirely by the patriotic gifts of the patriotic population reduced to misery by a long tyranny; and it concludes by invoking the immediate pecuniary assistance of all persons interested in the movement; delay in sending in subscriptions will, they say, be fatal to the operations of the Liberals.

The proclamation issued by Garibaldi to the Roman Junta runs thus: "Your appeal to the Italians will not be lost. There are many imbeciles in Italy, many Jesuits, many who sacrifice on the altar of their bellies. But it is a consolation to be able to say that there are many brave men of San Martino, many heroic riflemen in the service of the King of Italy, many of the best artillerymen in the world, many descendants of the three hundred Fabians, and some relics of the thousand of Marsala, who, if I mistake not, fear that they may be too numerous to divide the glory of driving the foreign mercenaries and priests out of Italy.

"As to the means of action, Italy has always had the misfortune of being rich enough to support foreign armies, and among her rich sons there will be no lack of patriots ready, I am sure, to present you with magnificent contributions. Forward then, Romans! break in pieces the remains of your irons on your oppressors, and there will be no want of Italians eager to share your glory."

The declaration of the Italian Government leaves no doubt as to its firm intention not to participate in the invasion; and it is very well understood that it will give no such aid as was given to Garibaldi when he invaded Naples. But if the invasion is successful, if a sufficient number of enthusiasts and persons who have motives that are not patriotic pour into the Papal States in a sufficient number, that united with the malcontents at Rome they can overcome the Papal troops, they would probably be able to effect their union with Italy by a vote in the same way as other nations have done. It is quite possible, however, that there is no intention of uniting with the rest of Italy, and if the revolutionists are successful a republic will be proclaimed.

The scheme for the sale of the church property in Italy has proceeded so far now that the clergy do really think that spoliation has commenced. They have been so accustomed to be threatened without being hurt, that they had become almost incredulous as to any scheme of the kind being carried into effect, so that the preparations that are being made for the sale have come upon them almost like a surprise at last. The Pope has solemnly condemned the whole business, but this will not prevent a man who has got a little money from putting it into the ground provided he can get a big piece for it. The clergy are said to be arranging more practical measures for recovering the ground than mere words; it is said *that they intend to* repurchase it at the low price it is expected to *sell for.*

The discontent and wretchedness of the lower classes in Naples and Sicily exceeds belief. They do not want much at any time to satisfy their appetite, but they cannot get this now, and they are in a condition closely approaching starvation; indeed, very painful reports are prevalent of many of them having actually died from want of food. Under the pressure of their suffering the people of Palermo have addressed a protest to the King on the subject, asking for work and bread. How the Government, which has no money, can give them bread they do not say, nor how it can give them work without taxing them to pay for public improvements.

The attempted rising in Spain has ended like so many others, but every attempt of late has been on a broader basis than the one that preceded it; so that if Narvaez does not ship off a large portion of the population to the Phillippines or elsewhere in the meantime, the chances will be large in favour of the next attempt proving a success, and the throne which has stood so long through evil report, either be shaken to pieces and a Republic substituted, or another occupant will be found for it who will be physically incapacitated from degrading it in the manner it has been. It was a great blunder, to say the best of it, committed by Narvaez when he practically annulled the annesty proclaimed by Pezuela; and instead of suffering the persons involved in the insurrection to rest in peace and be thankful that they had escaped the consequences of their participation, he by the arrests he is making, excites so much alarm among those he cannot take (seeing that there is a limit to the capacities of prisons and vessels) that these will never feel themselves safe until they have overthrown him. A rumour is current that O'Donnell will be the substitute for Prim in the next rising.

Nothing that can be called news has been received from Mexico; Juarez is said to have demanded an immediate election, and Santa Anna's son is said to be organizing an expedition to rescue his father, about as effectual a method apparently of getting him put to death as could be adopted. The body of the Emperor Maximilian has not yet been given up, but as the latest telegram from Mexico announced that Admiral Tegethoff was on his way from Vera Cruz to the capital, it is probable that it will be. He is not likely to go so far if he had not encouragement to do so.

Lopez has published what he calls a vindication of his conduct; and he concludes by asking what motive he could have had for such infamous conduct as is attributed to him. He says it could not be from ambition, for he had the esteem and affection of the Emperor; it could not be for money, for he had enough to live on. "Was it from hatred? against whom? Was it for the sake of preserving my liberty? I am a prisoner as others are, and I have lost every farthing I had." He does not say "All that a man has will he give for his life."

EDITOR'S PORTFOLIO;

OR,

NAVAL AND MILITARY REGISTER.

In the present and in our preceding number will be found an intelligible account of Abyssinia, more intelligible, we venture to say, than has yet been laid before the public. From it, it will be seen, that there really are no solid grounds for the desponding views that have been put forth in some quarters as to the Expedition on which Her Majesty's Government have determined. Whether the necessity for it might have been avoided had the business of the Foreign Office been always conducted as it should be, it is now too late to inquire, though very strong opinions have been expressed on the subject. But even the most peace-loving of mankind must concede that a savage like the "Emperor Theodorus" cannot be allowed to set the power of Great Britain at utter defiance; and although the enterprise should prove more costly in every way than we believe it will be, still it is absolutely essential that it should be undertaken, and carried on to a successful issue. Both the General and the troops chosen to carry our flag into the interior of Africa, have had plentiful experience of war against savages, and it would be strange indeed if the border of Abyssinia should prove more formidable than our old acquaintances of India or the Cape of Good Hope. The real cause for fear is, that the barbarous chief may murder his captives when he feels the pressure of Sir Robert Napier's advancing force. This, we allow, is a serious consideration, but it must be risked, and our poor countrymen themselves we feel assured would choose that it should be so, rather than that their dear native land should stand disgraced before the world, as not daring to strike one blow for their liberation, or to avenge their fall. The quarrel is but a miserable one in its origin, arising, as it seems, entirely from the indiscretion of a German missionary, who wrote many things about Theodorus that he would not have ventured to say to his face; but, for all that, we cannot abandon a man who was under the protection of our Consul, any more than we can abandon the Consul himself. From the trouble that Mr. Stern has brought upon himself and others, it is to be hoped that men of his calibre *will be warned, and* not be quite so ready as he has been to mix up

politics, which they cannot be expected to understand, with sacred matters. Let them preach as freely as the ruler of any country that they may be in will allow, but let them leave comments on himself or his government to others.

Some time ago we felt constrained to make a few remarks on the folly of the, so-considered, merciful policy which relieved the Fenian traitors (particularly the American-Irish ones) from the legal penalty of their crimes. We ventured to say, that such a policy would be found to be the reverse of merciful in the end, but we hardly expected to find our view receive so shortly a full confirmation, such as the murderous Fenian outrage at Manchester has just afforded. There, in the second city of the empire, we have an armed attack made, with military promptitude and decision, in broad daylight, prisoners rescued, one policeman murdered, and several others wounded. The Fenian organization can no longer be despised; it is a "fact," and must be treated accordingly. Leniency has already been pushed to the very verge of weakness, and we must have no more of it. Whether the original offenders—the "Colonel" and the "Captain"—are retaken or not, there must be no shrinking from applying the extreme penalty of the law to some, at least, of their rescuers. Their offence was committed under such circumstances as to preclude any question of identity, and as they have the ill-luck to be white murderers instead of black ones, Exeter Hall philanthropists will not move a tongue or a finger in their behalf. It is humiliating to think that such a consideration should be even supposed to have influence with any Administration, but who that recollects Mr. Cardwell's change of opinion—or at least of expression—after he had received the too famous deputation in the case of the mulatto incendiary Gordon, can get rid of the suspicion?

The atrocious persecution of Mr. Ex-Governor Eyre has been so recently commented on by us, that we should not again refer to his case during the recess of Parliament, but for the appearance of a legal work,* just issued by Messrs. Stevens and Sons, which supplies the best possible justification of his conduct, and utterly

* "Commentaries upon Martial Law, with Special Reference to its Regulation and Restraint; with an Introduction, containing Comments upon the Charge of the Lord Chief Justice." By W. F. Finlason, Esq., of the Middle Temple, Barrister-at-Law.

dispels the legal sophistries that Lord Chief Justice Cockburn unhappily thought fit to indulge in, when charging the grand jury in the case of Colonel Nelson and Lieutenant Brand. By confounding "martial law" and "military law," a case was made out, which Mr. Finlason states thus:

"The law says to officers placed as those gentlemen were, 'Do all that is in your opinion necessary to put down the rebellion; execute any number of persons you believe necessary for the purpose; but mind, if in a single instance you make a mistake, and direct an execution which an English jury twelve months afterwards may be brought to think unnecessary, you will be deemed guilty of murder.'"

The "law," we may remark, was only the "opinion" of Messrs. E. James and Fitzjames Stephen, but it was fully adopted by the Lord Chief Justice, and had it not been summarily rejected by the plain common sense of twelve honest men, it would have become "law" in a wider sense—that "judge-made law," which Jeremy Bentham so eloquently denounced, though in his time there had not been any attempt to import into it anything so monstrously absurd as this.

Officers are liable at any moment to find themselves placed in circumstances where by simply doing their duty they will to a certainty incur the deadly hatred of such people as the members of the self-appointed "Jamaica Committee," and they will see that even a Chief Justice is not unlikely to do them the grievous injustice of urging, in the strongest terms, that they should be brought to trial at the Old Bailey, for preventing robbers and murderers having it all their own way. They owe a debt of gratitude to Mr. Finlason for demolishing so effectually as he has the murderous sophistries of the "malignant philanthropists;" and they will benefit themselves as well as him, by diligently studying, with his aid, their exact legal position, as laid down in the Colonial Office and Admiralty Instructions. These Instructions, be it remembered, are "*in regulation and restraint*" of martial law, and as a sound legal adviser like our author is needed in order that they may be safely acted on, we trust that Her Majesty's Government will see the plain justice of supplying Mr. Finlason's book to every regiment and ship in the Service.

We are glad to see recently published in the *Gazette*, another

list of sums to the credit of deceased soldiers, which remain in the hands of the War Secretary, only awaiting application to be paid to the next of kin. The list, we observe, is No. XI of the series, and like its predecessors, it shows that it was perfectly possible for the soldier, even before the late advance of pay, to be a wealthier man than the majority of the working classes. How many "skilled workmen" at their death leave behind them hard cash to the amount of £82 0s. 10d. like Patrick Connell, a private of the 1st Battalion of the 4th Regiment; or £67 12s. 6d. like John Robertson, a corporal of the Royal Artillery? Not one in a thousand, we dare venture to say. And the opportunity of making a little money evidently extends through every class of the Army. Jalka, a private of the Ceylon Rifles, had acquired £3 2s. 3d., and Markoo, a Gun Lascar, £2 14s. 4d., trifling sums certainly, if judged by the English standard, but enough, if possessed by a Manchester "operative," or a Sheffield saw-grinder, to save him from a pauper funeral. As we said before, whatever it may be to the officer, soldiering is to the private by no means the unprofitable employment that ignorant or unprincipled public writers have chosen to assert: and we would suggest to the authorities that the fact should be made patent to all, by a wide publication of these lists; say by placards at recruiting stations, as a valuable help to the exertions of the sergeant, and more likely to attract really good men into the Service, prudent, steady-going fellows, than anything else.

Holy Writ assures us that a time will come when nations shall learn war no more, and, with the professed object of hastening on that happy time, Peace Societies have been founded in our own country as well as in several others. Following the "International" fashion which is the rage just now, a "Peace Congress" assembled recently at Geneva, under the presidency of, above all men in the world, Garibaldi. We do not learn that our broad-brimmed Friends were present, and the English lovers of peace seem to have been represented by some of the meek gentlemen of the Reform League. France sent some Red Republicans, Germany some mouthing Democrats, and Spain and Italy followed suit. Garibaldi's speech in favour of peace wound up with his old cry, "Down with the Papacy!" and this not meeting with so cordial a

response as was expected, the ex-Liberator departed without beat of drum, leaving the lovers of peace

"Fighting like devils for conciliation,
And hating each other for the love of God;"

a state of things once supposed to be peculiar to Green Erin, but now evidently the favourite mode of proceeding with the *mauvais sujets* who are for ever dinning into our ears that

"Detested War shall ever cease,
In kind Fraternization;
And all the world shall dwell in peace,
When all the world's one nation."

A pretty nation it would be! and from such a consummation, *Domine, libera nos!*

With a determination for which, we confess, we did not give them credit, the Italian Government has clapped a stopper on the intended Roman insurrection by arresting Garibaldi. We would hope that this may preserve the peace a little longer, although there are rumours of a French expeditionary force destined for Civita Vecchia, a proceeding which is looked on as sure to unite Italy with Prussia against France; and then the long-threatened war will break out at once. The attitude of France and Prussia has long been that of the retainers of the Capulets and the Montagus. "Do you bite your thumb at me, Sir?" "I do bite my thumb, Sir." We know the result in the play, and we may soon see the result in reality.

CORRESPONDENCE.

[With a view of promoting the interests of the United Services, this department of the MAGAZINE is open to all authenticated communications, and therefore the Editor cannot hold himself responsible for the opinions expressed.]

BREVET PROMOTION IN THE ARMY AND SOCIAL STATUS.

Sir,—Promotion is one of those comparatively cheap rewards which satisfy military men with an honorary equivalent for the wear and tear of life in deadly climates, on arduous campaigns, or in the battle-field. It is the equivalent for abnegation of the personal liberty which belongs to the civilian—the abandonment of the so-called comforts of a civil life—and the acceptance of a higher standard of conduct than is required in *the junior grades* of the profession, especially of equals in age, &c., *at college, and fused* in the mass of the people of all classes.

The ensign or cornet is afforded, no doubt, opportunities of seeing the world, which he would not otherwse have had; he mixes in the best society, in virtue of his commission, and, on the other hand, he is constantly before the public eye, and the peccadillo of an older man in any other profession would never be heard of, whereas, without an unusual amount of self-government and discretion, the boyish freak of a youngster in the Army is certain to meet with a disheartening and life-long notoriety, in consequence of the jealous spirit of a large portion of the public, who, knowing nothing of the interior economy of regiments, and deriving their information from boastful Non Commissioned officers, as a rule have not the slightest idea of the professional calls on an officer's time and intelligence, and only think of him as a social butterfly.

It is precisely in the junior grades of the service, that an officer is most severely tried; for he must be acquiring a knowledge of life while exposed to all its strongest temptations and dangers, and it seems hard to ignore this noviciate in the race of promotion.

Brevet rank is supposed to be an effort by special interposition to remedy the ills of slow promotion. This is the theory, but practically, brevets only perpetuate original "bad luck," instead of rewarding long service.

This failure is to a certain extent recognized as such, in all but the grade where the shoe most pinches, and while various complicated desires have been invented to convert a defective system into something in harmony with the age, the radical error itself is overlooked.

But the strangest part of the whole anomaly is this, that a more equitable system has always prevailed in India, and is continued there to the present day, with this unreasonable drawback, that the *bona fide* rank acquired by Indian brevet, entirely ceases on an officer's return to England, and this too, not because his claims by courtesy are unrecognised but in order that officers at home of equal service might have no ground for complaint. This is surely an unsatisfactory state of affairs, and before this primary defect be remedied, any departmental or sectional amelioration of the system can only be productive of "something incomplete," and the injurious impression going abroad, that claims are disposed of rather by accident as it were, than otherwise, and that legislation is guided rather by passing influences, than general principles.

I do not pretend to offer an opinion on so delicate a subject, and merely mention it as a popular belief, whether like many other popular beliefs, right or wrong, must of course be decided by the facts of the case that all our institutions are in a state of transition.

Be this as it may, it does seem, *prima facie*, strange, that an officer's service in the subaltern grade, and in which many have seen considerable service in the field, should be entirely ignored towards brevet promotion; but so vigourously was the rule enforced in India prior to "the Mutiny of 1857," that even where a subaltern had signally distinguished himself and more especially in the Royal Army, he could not be gazetted a brevet-major until he had, in the mean time, removed the stumbling block, by obtaining a captaincy.

At one of the bloodiest of our Indian Battles, while officers of the then E. I. C. service, were rewarded in a comparatively liberal manner, with brevet rank, the only instance of the recognition of a subaltern's services, was the solitary exception of a very excellent officer, who happened however, also to be a brigade-major in the field. No one deserved promotion better, but at the same time, there were others too, who had they done equally good service, during the Indian Mutiny (by which time a more liberal spirit was abroad), would certainly have received

their just reward, instead of having been thrown into the limbo of forgotten services in the Affghan and Cabul campaigns, those of Gwalior, the Sutlej, the Punjab, Burmah, &c.

But in those days, the Army had not the advantage (be it said with all respect for its former chiefs) of a liberal minded prince at its head, and one who so far as he has been able to grapple with cases of wrong or mislegislation, has endeavoured to redress the former and reform the latter. But, the case of officers who should have been promoted years ago for services in the field in India, are to a certain extent, it is said, "out of date," and it is implied, that to readjust their position, by subsequent enactments, is not generally called for, and might be inconvenient, but the answer to these seeming objections is obvious and powerful.

Because time has thinned the roll of such officers, it does seem somewhat hard that their plea of paucity of number, used in favour of relieving others of their disabilities, should be conversely used against them; and that the want of clamorous advocates should be a cause of the neglect of perhaps the highest pretensions to due recognition.

For "the last man," so to speak, there is no law; for laws and regulations are made for the many, and when time has reduced these to a few, originally salutary enactments become oppressive, and acquire a personal quality, which did not originally belong to them.

It is scarcely humane to rescue the able-bodied seamen from the foundering hulk of a practically obsolete system, and yet on account of a little extra trouble, to leave the men in the sick bay to their fate. We may argue, that their being sick at the time was an accident with which we had nothing to do; but even though we deserve the medal for rescuing the larger number, what must our conscience say about the few that were left behind?

After the Crimean War, a better system arose, and the pure air and light of reason broke in on various antiquated systems, without however, as might have been expected, penetrating everywhere, and while officers' services began to be fairly recognized, and the term "Distinguished conduct in the field," was invented to remedy for the future a serious want, those officers who had previously seen as severe service in India, did not receive any retrospective advantage by this measure, and in consequence, suffered a comparative disparagement in popular opinion.

The defect is felt rather socially than professionally; for while men with foreign or Colonial rank, West Indian Major-Generals of Militia, Fenian Colonels and the like, carry these honorary titles into society and before the public, the educated officer, of good family perhaps, and not a mere adventurer, is styled simply Mr. So-and-so; and (jesting apart) in a matrimonial point of view, if he seeks to better his fortunes in that direction, he is deprived, to a certain extent, of his nominal value in the market. He is depreciated, and whereas he would be considered perhaps only a suitable match for an Irish clergyman's daughter, the Colonial or even American Major-General would be almost taken at par with a baronet's daughter at least, and be accounted comparatively quite a "Pullus Jovis et gallinæ filius Albæ."

Absurd as this view of the case may seem at first sight, if it be looked closer into, the truth will be recognised; that rank, even though nominal, has a money value, and that therefore to keep it from an officer who is entitled to it in a great measure, is, practically, to subject him to a pecuniary loss. In the abstract, nothing appears more contemptible than that a noble hearted young subaltern who has done good service should be less thought of than the bleak old field officer, who has perhaps no personal recommendation; but society thinks otherwise, and especially the female portion of it. Women have no objection to the age

of Marino Faliero so long as he is the Doge; and Gray the poet analogously says.

"What female heart will gold despise,
What cat's averse to fish?"

Up to the year 1854, as is well known, the advancement of field officers, excepting the majors and lieutenant-colonels of regiments, was effected by brevets made at irregular intervals, when all the field officers and senior captains of a certain standing received a step of brevet rank. And although the system, if such it could be called, worked very unequally, still it did provide in a rough sort of way for advancing all officers from time to time through the different grades of service.

In 1854, however, the general brevet system was abolished, and a fixed establishment of general officers was created, to which the colonels are now promoted in order of seniority in succession to death vacancies, while simultaneously with the promotion of the senior colonel in the Army, the senior lieutenant-colonel and major also received a step of rank. Separate warrants, however, provide for the promotion of regimental lieutenant-colonels in five years, and of lieutenant-colonels breveted for distinguished service in eight years; thus there are three separate modes in operation for clearing the list of this grade, which keep up a constant stream of promotion within it; and speaking generally, no officer will remain more than eight years in it without advancement. But the only outlet for brevet-majors is afforded by the casualties which occur among the general officers as above explained; and there are so few that practically the list is quite clogged. Whenever a brevet is made after a great war, the seniors may, perhaps, get their promotion to lieutenant-colonel in a reasonable time; but the juniors will never find their way to the top. In fact, the Majors' list is, practically, stagnant, for a dozen promotions per annum have no appreciable effect on a body several hundred strong. It is to meet this state of things that Sir Charles Russell proposes that the majors promoted for distinguished service should be put on the same footing as the lieutenant-colonels, and receive a step of rank after eight years' service; and the proposal is so reasonable and so simple to carry out that we trust no difficulties may be made in the War Department to giving effect to it. The result would be that a captain breveted for good service in the field would be sure of reaching the grade of colonel in sixteen years—no very alarming rate of promotion. The matter appears further to call for consideration in connexion with the late and very remarkable changes of system in the Indian Army. In that Army, every officer now becomes a major in twenty, and a lieutenant-colonel in twenty-six years, whether he belongs to the Staff Corps or not, and the result is that the brevet-majors are being superseded by their juniors every day, and are rapidly falling lower and lower in their relative position in the Army."*

The mistake contained in the last few lines of the above is remarkable; for the regulation in question was always in force in both armies in India, prior to the advent of an Imperial Government, on the suppression of the Mutiny and the amalgamation of the forces. Nay, the regulations in that dependancy have been still more liberal, and are continued to the present time; so that after fifteen years full pay service as such, a subaltern officer receives the brevet of captain; and thus being rescued from the fatal "groove," is eligible for further advancement, suitable to his time of life as well as service; and thus also are obviated many of those personal inconveniences that result from an officer's promotion and age not keeping pace, whereby the respect

* "Army and Navy Gazette."

morally due to years is changed into unseemly and incongruous familiarity.

The following lately appeared in one of the public papers in the interests of the old Indian officers, and while deprecating the disparagement of anyone's claims, we give the fragment, marking in italics, what seems to be a very reasonable suggestion, and one likely to deal satisfactorily with the claims of all without cost to the public.

"The public generally deprecate the waste of public time on *class bills*, such as those hustled into Parliament by Sir C. O'Loughlen and others; but when the time of the House is taken up with *sectional* motions such as that of Sir C. Russell, in favour of brevet-majors promoted for 'distinguished conduct in the field,' one cannot but feel surprised that attention should seriously have been paid to such statements as were put forward by the honourable baronet, in what would appear to be selfish interests.

It is not generally known that an officer's service as a *subaltern* does not count towards brevet promotion; and, therefore, the captain of two years' standing as such, and two as a subaltern, *i.e.*, in all four years, would become a brevet-major before the officer who had been *twenty* years a subaltern, and *one* as a captain—in all twenty-one years.* Yet the brevet-majors now complaining are, as a rule, of the former class. *In India, an officer after twenty years' service becomes a brevet-major, and after twenty-six years' a lieutenant-colonel, so that to be either, a voyage to India only is necessitated. This should be extended to all the Army, irrespective of locality, and as the officers who served long in India were just as much* distinguished as these recent brevet-majors, common sense says that the latter have no case against them but rather *vice versa*."†

One word more, and I have done for the present. In the race of promotion, the subaltern of long standing is weighted in a peculiar manner, with regard to his other means of ultimately rectifying his loss of time; for on obtaining his "unattached," or "half-pay captaincy," or "majority," he is subjected to the uncertainty and disadvantage to himself, consequent on promotion from the ranks, inasmuch as those so promoted, being allowed to reckon half of their previous service in the uncommissioned grades, may, by such importations, swamp the other time after time, just as he appears to be the first for such promotion, and thus, like a flying fish, a poor man under the purchase system may be the victim alternately of the two contending elements of plutocracy and democracy, a memorable example of which is patent to all in the life of the heroic Sir Henry Havelock.

But the most singular misconceptions are afloat on the subject of promotion, essentially different—ordinary promotion differs from brevet, as much as common law does from equity. The latter remedies on broader principles cases where the routine of the former affords no relief. In conclusion, I may be permitted to make a few desultory remarks on the ordinary system.

The suggestion of giving commissions in large numbers to *élevé's* from the ranks is, to a certain extent, a narrow view of the requirements of the service, and taken with the competitive examination system is a direct contradiction. On the same principle, an attorney or solicitor's clerk, after a few years drudgery might demand his admission into the ranks of the latter, and in due course aspire to the grade, as it

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* And this disadvantage can never, under the present regulations, be remedied; although virtually it does not often occur, still that it should *be perpetuated* is surely unadvisable.

† *"Irish Paper."*

were, of a barrister. In like manner in medicine, in the church and other professions we should find other parallel cases for illustration.

Most of these theoretical proposals arise from an imperfect acquaintance with the inner life of the barrack, and errors of comparison and "proportion," as it were, between England and other countries, where national education is compulsory, and public institutions are totally different from our own.

If you propose to alter the shaft of your column, you must begin with the base, and prepare for the different "order" of capital.

In all these remarks, especially on the progressive education of the "combatant" officer, it seems strange that the question of progressive education, in so much more important a direction as that of the medical branch of the service should have escaped attention. It is surely a matter of greater moment that the assistant-surgeon, before promotion, should prove his professional knowledge to be equal to that required for taking out a diploma at College at the time. And that barrack masters should pass an examination in their specialty,* than that a lieutenant of a marching regiment should be well up in Euclid, or even the military history of Europe in the 18th century.

As a rule, the officers of the Army excel the men whenever a competition takes place at shooting matches and athletic sports, and as for the "Art of Defence," few of the former are not tolerably fair adepts.

The high education tests proposed, would have a tendency still more to widen the distance between officers and men, just as we daily see in the scientific branches of both services—the Navy and Army—and would render promotion from the ranks more difficult than ever.

It was lately remarked that "learning of all kinds is good, and for those who had a turn for the higher branches of the profession—for its history, its theory, language, tactics, discipline, and the like—there ought to be ample rewards and encouragements."

But the openings for such officers are few, and it might so happen that some of superior acquirements would disdain to seek employment, which should (as it is) be conditional on the recommendation of an accidental commanding officer, who might be totally incompetent to give an opinion, or of whom an officer of spirit might not like to ask such a favour, for it is inseparable from human affairs, that occasionally, men morally and intellectually of a very small calibre will rise to honour and power, and under ordinary circumstances remain undetected.

* * *

CRITICAL NOTICES.

Sir Tristram's Will. By Alice King, Author of "Eveline," "Forest Keep," &c. 3 vols.

Unlike many other novels, the general plot of this one can be easily guessed from its title, but the authoress shows her practised hand in retarding the *dénouement*, so that the interest never flags. Sir Tristram Morden, a Welsh baronet of the seventeenth century, and a Catholic, disinherits his eldest son, and by his will bestows all his estates on the younger. From this fortunate youth, the Sir Edward Morden of the tale is descended, and at its opening he is about to marry his cousin Sydney Ashton, which he soon after does, in spite of some apparently supernatural warnings. Sir Edward's maiden aunt has for her attendant, a middle-aged Spanish woman, named Louise, who thinking herself haughtily treated by the baronet, contrives and

* Or a cornet before appointment, one in "farriery," or a paymaster in algebra.

accomplishes his ruin. She is, in fact, though originally only a waiting woman as we again find her, the widow of a Spanish count, and she has resumed her position of servant for the purpose of possessing herself of Sir Tristam's will, her only daughter Nina being married to a descendant of the baronet's disinherited son. The will is stolen, a lawsuit threatened, and Sir Edward and his wife retire abroad, leaving property and title to the successful adventurers. Happily some scruples prevent the will being destroyed, and at last by the intervention of Zitta, a deaf and dumb woman, the truth is brought to light. Of course the self-made baronet and his lady retire from the scene—he being thrown from his carriage and killed, just before the discovery is made, and she taking refuge in a convent. The mind of Sir Edward, who had been inclined to lead a too indolent life, has been braced by adversity, and when restored to his ancestral Llammorden, he thankfully admits that he has not been afflicted in vain. His gentle wife, who has only clung still more fondly to him in his poverty, is a most charming character, and there are some points to admire in Nina, the daughter of Louise, but Louise herself is detestable. Of other characters, Miss Houder, the "practical woman," and Miss Vangrimp, the artist, are very piquante, and contrasted with the grim Spanish serving man Pedro, with his dog-like fidelity to his young mistress, form very pleasant reading.

THE SCIENCE OF THE WEATHER, in a Series of Letters and Essays, by several Authors. Edited by "B."

This handy pocket volume is addressed to "all interested in, or affected by, the extremes and vicissitudes of the Weather," a description that applies with peculiar force to the officers of the United Services, and we beg to commend the volume to their notice, although we by no means subscribe to the depreciatory estimate which one of its several authors indulges in, respecting our old and valued friend, Admiral Fitzroy. Two of a trade proverbially never agree, and as "R" sets up for a weather prophet, and urges his views far less temperately than the Admiral did, we are not surprised to find the cyclonic theory denounced as a "mania," and poor Fitzroy charged with "never having mastered the elements of the science of Meteorolgy, as firmly established by Dalton, and extended by Espy." He is indeed allowed to have been a most "zealous and truth-seeking disciple," but his search, it seems, was not successful. We own to thinking otherwise; but as Science is, or ought to be wholly free from personal feeling, we are ready to welcome the truth, let it come from what quarter it may. Therefore we recommend this book, as containing much that is calculated to be of practical use.

OBITUARY.

Vice-Amiral John Parker died at Eythorne on Sept. 3, in his 76th year. He entered the Navy as an able seaman, May 1, 1805, and served in the boats of the Vesuvius, in the attack on the Boulogne flotilla in the same year, and in those of the Glatton in the cutting out of a Turkish corvette from Port Sigri, in which he was wounded. He served also in a gunboat on Lake Meriotis, in co-operation with the Army in the expedition to Egypt, in 1807; in the Delight, when stranded and destroyed in the Faro of Messina; and in the boats of the Standard, 64, cutting out an armed schooner, near Otranto and spiking the guns of a battery at Cape St. Mary's. While mate of the Majestic, 74, he

was wounded in her boats in protecting a convoy through the Great Belt; and, in 1810, when in charge of a prize, beat off a Danish privateer. He was engaged in the attack on pirates at Sambas, Borneo, in 1812, and was made Lieutenant, Nov. 29, 1844. He next served successfully at North America, Plymouth, Sheerness, and South America, and was promoted to Commander Feb. 26, 1829. He was second captain of the Southampton, 52, in the East Indies from March, 1829, to May, 1831, from which date until Jan. 1834, he commanded the Cruiser, 18, on the same station. He next served for three years and nine months in the Hastings, 74, at Lisbon, and was posted June 28, 1838. He commanded the Winchester, 50, on the North America and West India Stations, from March, 1839, to August, 1841, from which date, until the autumn of 1842, he commanded the Vestal, 26, on the same station. He became retired Rear-Admiral Oct. 2, 1857, and Vice-Admiral, March 28, 1864.

Rear-Admiral Thomas Hope died at Pinkie on the 31st Aug., the day after his return from Homburg, where he had gone for a complicated liver complaint, contracted whilst serving in the West Indies, West Coast of Africa, and Syria. Admiral Hope only last May attained his flag rank. He entered the Navy, Feb. 16 1825; passed his examination in 1831; obtained his first commission, July 6, 1832; and was successfully appointed, Feb. 20, 1833, as Supernumerary Lieutenant to the Melville, 74, flagship in the East Indies of Sir John Gore; Oct. 9, 1833, to the Hyacinth, 18, on the same station, and March 14, 1837, as First, to the Sappho, 16. He served in the latter sloop in North America and the West Indies until promoted to the rank of Commander.

Commander Alexander Frederick Cope died on Aug. 31, at Bitterne, near Southampton in his 76th year. He entered the Navy, Nov. 4, 1805, as 1st-class Volunteer on board the Leveret, 18, and, after operating against Copenhagen in Aug. and Sept., 1807, was wrecked on the Galloper Rock, Nov. 10, following. He then joined Leonidas, 38, on the Mediterranean station, removed June 23, 1808, as Midshipman, to the Dreadnought, 28, flag ship of Rear-Admiral Thomas Sotheby in the Channel; and on becoming attached, in Feb., 1810, to the Téméraire, 98, bearing the flag of Rear-Admiral Francis Pickmore, was much employed on gun-boat service at the defence of Cadiz. He afterwards cruised for three years, in the North Sea and Channel, as Master's Mate of the Unicorn, 32; Favourite, 22; and Clorinde, 40, then fitting out for the purpose of attending the Princess of Wales during her visit to the Medditerranean. He was promoted to the rank of Lieut, Feb. 16, 1815; and was placed on the Reseved list in July, 1851. His Commander's commission is dated, Jan. 18, 1861.

Lieutenant-General James Robert Young, Colonel of the 80th Foot, died on September 2nd, at Boltons, South Kensington, aged 66. He entered the service July, 1815; became Lieutenant, December, 1818; Captain, May, 1826; Major, December, 1833; Lieutenant-Colonel, April, 1842; Colonel, June, 1854; Major-General, October, 1858; Lieutenant-General, June, 1866; and Colonel of the 80th Foot, October, 1864.

Colonel William Macadam, K.H., formerly of the 8th Foot, died on August 28th, at Brighton, aged 76 He landed in Portugal August 1, 1808, with the 9th Regiment, and served throughout the whole of the Peninsular war; including the battles of Roleia and Vimiera, passage of the Douro, defence of Tarifa, affairs on the retreat from Burgos in

1812, siege and storming of San Sebastian (twice wounded, and commanded the false attack on the breach on the night of August 29, passages of the Bidassoa (shot through the body) and Adour, several affairs connected with the investment of Bayonne, and also the repulse of the sortie, besides a variety of minor affairs, and other desultory services during the Peninsular war. Proceeded to Canada with his regiment, and served in the campaign in 1814. (War medal, with four clasps for Roleia, Vimiera, Vittoria, and St. Sebastian.)

Lieutenant-Colonel Arthur Davies, late unattached, died on August 29, at Withersdane House, Wye, Kent.

Captain William Gair, of the 77th Foot, died on June 30, at Attock India. He received his commission as Deputy Assistant-Commissary, September, 1854; became Ensign, December 1857; Lieutenant, October, 1859; and Captain, August, 1863. He served with the Field Train Royal Artillery as Deputy Assistant-Commissary during the Eastern Campaign of 1854-55, including the affairs of Bulganac and M'Kenzie's Farm, battles of Alma, Balaclava, and Inkerman, sortie of October 26, siege and fall of Sebastopol (medal with four clasps and Turkish medal). Served with the 6th Dragoon Guards in the Indian Mutiny campaign from June, 1858 (medal).

Captain Alexander John MacDougal, of the Royal Artillery, died on August 26, at Edinburgh. He entered the service August, 1846; became Lieutenant, May, 1847; and Captain, May, 1854.

Lieutenant Alexander Molyneux Black, of the 6th Madras Native Infantry, died on July 6, at Rangoon, aged 26.

Surgeon James Campbell, on half-pay, 28th Foot, died on September 1, at Upper Norwood, Surrey. He entered the service February, 1820; became Surgeon, June, 1835, and retired on half-pay, July, 1844.

Lieutenant-General William Cowper Coles died August 27, at Woodcote, aged 77. He entered the service, October 1805; became Lieut. February, 1807: Captain, November, 1812; Major, June 1825; Lieut.-Colonel, December. 1830; Colonel, November, 1846; Major-General, June, 1854; and Lieut.-General, March 1861. He served in South America with the 14th, in 1807, including the operations previous to, and storming of, Monte Video. Served afterwards in the Peninsula war from August, 1808, to November 1811, and again from April 1813, to the end of that war in 1814: present with the 40th at the battles of Roleia, Vimiera, and Talavera; with the 4th Dragoons at Busaco, Albuera, and Usagre; and with the 12th Light Dragoons at the passage of the Bidassoa, the Nive, and the Adour (war medal with seven clasps).

Colonel R. D. White, late of the Bengal Army, died on August 21, at Clarendon Villas, Penge.

Lieutenant-Colonel Charles John Hill, formerly of the 7th Hussars, died on August 22, at Tickhill Castle, aged 69.

Lieutenant-Colonel Robert Renny, C.B., of the Bengal Staff Corps, and Assist.-Adjutant-General, died recently at Lucknow. He entered the service March, 1835; became Lieutenant, April, 1838; Captain, March, 1850; Major, February, 1891; and Lieutenant-Colonel, March, 1861.

STATIONS OF THE ROYAL NAVY IN COMMISSION.

(Corrected to September 26.)

With the Dates of Commission of the officers in Command.

Aboukir, 86, sc, Comdre. Sir F. L. McClintock, 1854, Jamaica
Achilles, 26, sc., Capt. E. W. Vansittart, 1856, Portland
Acorn, Hosp Ship, Mast-com. D. H. Speer, 1856, Shanghai
Active, 20, Training Ship, for Naval Reserve, Com. G. G. Duff, 1864, Sunderland
Adder, st. ves, Second Master W. Blakey, (acting) Chatham
Adventure, 2, sc. troop ship, Capt. H. D. Hickley, 1864, China
Advice, st. ves, Second Mast.-com. M. Raymond, 1849, Queenstown
Alberta, 1, pad, Staff-com. Welch, 1863, special service
Alert, 17, sc. Com. H. H. Knocker, 1863, Pacific
Algerine, 3, Lieut.-com. Domville, 1862, China
Antelope, 3, Lieut.-com. J. Bruce, 1859, West Coast of Africa
Arethusa, 35, sc. Captain R. Coote, 1854 Mediterranean
Argus, 6, Com. F. W. Hullowes, 1865, China
Asia, Capt. W. C. Chamberlain, Flag of Rear-Adl. Wellesley, C.B., 1853, Guard Ship of Reserve, Portsmouth
Assurance, 4, sc. Com. J. B. Scott, 1861, W. Coast of Africa
Aurora, 35. sc. Capt. A. F. R. de Horsey, 1857, North America and West Indies
Banterer, 2 sc., Lieut.-com. Pringle, China
Barracouta, 6, Commander George D. Bevan, 1861, North America and West Indies
Basilisk, 6, Capt. W. N. W. Hewett, V.C., 1862, China
Bellerophon, 14, Capt. Macdonald 1854, Portsmouth
Black Eagle, 2, pad., Staff-commander Whillier, 1863, Special Service
Boscawen, 20, Com Macleod B. Cockcraft, 1855, Training Ship, Southhampton
Brilliant, 16. Com. J. E. Bickford, 1860, Naval Reserve Drill Ship, Dundee,
Brisk, 16, Capt. W. C. Hope, 1861, Australia
Bristol 39, Commodore G. T. P. Hornby, Capt. Leverson E. Somerset, 1862, West Coast of Africa
Britannia, 8, Cadet Training Ship, Capt. J. Corbett, 1857, Dartmouth
Britomart, Lieut.-Com. A. H. Allington, 1859, North America and West Indies
Bustard, 2, sc. gunboat, Lieut.-rom. Maquay, 1855, China
Cadmus, 21, sc., Capt. A. Gordon, 1858, North America and West Indies
Caledonia, 31, —— Flag of Vice Adl. Lord Clarence Paget.
Cambridge, gunnery ship, Capt. Hon. F. A. C. Foley, 1860, Devonport
Canopus, Naval Barrack, Captain G. Napier, 1856, Devonport
Caradoc, pad., 2, Lieut.-com. J. M. D. Elphinstone, 1859, Mediterranean
Castor, 22, Commander E. C. Symons, Naval Reserve Drill Ship, North Shields
Challenger, 22, Capt. R. Lambert, C.B., 1855, Australia
Chanticleer, 17, sc. Com. W Bridges, Pacific
Charybdis, 17, sc., Capt. A. M. L. Lyons, 1862, Australia
Cherub, 3, Lieutenant-com. Spencer R. Huntley, 1860, Lakes of Canada
Clio, 22, sc., Capt. N. E. B. Turnour, 1859, Pacific
Cockatrice, 2, sc., Com. A. D. Bogle, 1865, Danube
Cockchafer, 2, sc., gunboat, Lieut.-com. Howard Kerr, 1857, China
Columbine, 4, sc., Com. J. E. Erskine 1862, Pacific
Cormorant, 4, sc. Com. G. D. Broad, 1860, China
Cordelia, 11, sc., Com. C. Parry, 1861, North America and West Indies
Constance, 39, sc., Capt. E. K. Barnard, N. America and West Indies,
Crocodile, 2, Capt. G. W. Watson, 1864, troop service.
Cruiser, 5, Com. M. Singer, 1862, Mediterranean

Cumberland, 24, Captain Hon. A. A. Cochrane, C.B., 1854, receiving ship Sheerness
Dædalus, 16, Com. J. T. M. Nicholl, 1860, Naval Reserve Drill ship, Bristol
Daphne, 4, Com G. L. Sullivan, 1862, Devonport.
Dart, 5, Com. M. Lowther, 1859, West Coast of Africa
Dasher, 2, st. ves., Com. J. H. Bushnell, 1861. Channel Islands
Dauntless, 31, sc. Capt. E. P. Von Donop, 1855, Coast Guard, River Humber
Dee, 1, st. Store Ship. Mast.-com. G. Raymondt 1858, Channel service
Delight, 2, Lieut-com. Larcom, 1863, West Indies.
Donegal, 81, sc., Capt. E. W. Turnour, 1854, Liverpool
Doris, 25, sc., Capt. Charles Vesey, 1860, North America and West Indies
Doterel, 2, sc. gunboat, Lieutenant-com. Thompson, 1854, S. E. Coast of America
Drake, 2, Lieutenant-com. Hunt, 1860, China
Dromedary, sc. store ship, Mast.-com. Allard, 1851, West Coast of Africa
Dryad, 4, Com. H. B. Fellows, 1862, Devonport.
Duke of Wellington, 49, Barrack Ship Capt. Fellowes, 1859, Portsmouth
Duncan. 81, sc., Com. J. W. Tarleton, C.B.,1853, Channel Squadron
Eagle, 50, Com. W, E. Fisher, 1856, Naval Reserve Drill Ship, Liverpl.
Egmont, receiving ship, Capt. H. F. W. Ingram, 1863, Rio de Janeiro
Elfin, pad., Mast.-com. A. Balliston, 1853, Portsmouth
Enchantress, 1, st. Admiralty Yacht, Staff-com. J. S. Petley, 1863, particular service
Endymion, 21, sc., Capt. Wake, Mediterranean
Enterprise, 4, sc. Com. G. S. Bosanquet 1863, Mediterranean
Esk, 21, sc., Capt. J. P. Luce, 1858, ordered home
Espoir, 5, sc., Com. M. L. S. Peile, 1862, West Coast of Africa
Euphrates, 2, Capt M. B. Dunn, 1862, voyage to India
Excellent, gunnery ship, Capt. W. A. Hood, 1858, Portsmouth
Falcon, 17, sc., Com. H. L. Percival, 1865, Australia
Favourite, 10, sc., Capt. H. Short, 1858 *North America* and West Indies
Fawn, sc., 17, Capt. A. J. Heysham, *1864, N* America and West Indies
Firequeen, st. ves., Staff-com. W. Paul, 1863, Portsmouth
Firm, 3 Lieut.-com. Rochfort, 1860, Japan
Fisgard, 42, Comdre. Edmonstone, Woolwich
Flora, 40, Captain Welmshurst, 1866, Ascension
Formidable, 26, Vice Admiral Sir B. Walker, K.C.B., Capt. Mackenzie, 1859, Sheerness
Forester, 3, Lieut.-com. J. L. Stokes, 1858, China
Forward, 2, sc. Lieut.-com. Denny, 1858, Pacific
Fox, 2, sc. store ship, Staff-commander Moriarty, C.B., particular service
Frederick William, 74, sc. Capt. John J. Kennedy, C.B., 1856, Coast Guard, Queenstown
Galatea, 26, sc., Capt. H.R.H. The Duke of Edinburgh, K.G., 1865, Particular service
Ganges, training ship, Com. J. E. Wilson, 1865, Falmouth
Gannet, 11, Capt. W. Chimmo, 1864, North America and West Indies
Gladiator, 6, st. ves., Capt. Aplin, 1861, Channel service
Gleaner, gunboat. Lieut. Charles F. Hill 1855, Brazils
Grasshopper, 2 sc. gunboat, Lieut.-com. J. E. Patterson, 1855, China
Greyhound, 17, Capt. C. Stirling, 1863, Comdre. Hornby, W. Coast of Africa
Hardy, 2, sc. gunboat, Lieut.-com. Morice, 1859, China
Havoc, 2, sc. gunboat, Lieut.-com. Cameron, 1855, China
Haughty, 2 sc. gunboat, Lieut.-com. Singleton, 1858, China
Helicon, Commander E. Field, 1862, Channel Squadron
Heron, gunboat, Lieut.-com. Solly, Lakes of Canada
Hibernia, receiving ship, Rear Adm. H. Kellett, Com. G. L. Norcock, 1859 Malta
Highflyer, 20, sc., Capt. M. S. Pasley, 1860, Mozambique
Himalaya, troop ship, Capt. S. B. Piers, 1863, Particular service
Hydra, 1, st. ves., Capt. Peter F. Shortland, 1859, Mediterranean, survey
Icarus, 3, Com. S. P. Townshend, 1865 China
Implacable, 24, Com. P. W. Pellew, 1863, Training Ship, Devonport
Impregnable, 78, Capt. F. S. Tremlett, 1863, Training Ship, Devonport
Indus, Rear Admiral Drummond, Capt. G. Willes, 1856, Devonport

Industry, 2, sc. store ship, Mast.-com. E. C. T. Youel, 1850, particular service
Insolent, 2, Lieut.-com. Keppel, 1859, China
Investigator, 2, st. ves. Lieut. Jones, West Coast of Africa
Irresistible, 24, sc., Capt. G. Le G. Bowyear 1856, Coast Guard Southampton
Jackall, 4, st. ves., Lieut.-com. Dupuis, 1859, Devonport
Janus, 3, Lieut.-com. Johnstone, 1865, China
Jaseur, 5, Com. C. F. Hotham, 1865, West Coast of Africa
Jason, 17, Capt. M. Aynsley, 1862, North America and West Indies
Jumna, 2, Capt. B. S. Prichard, 1863, Plymouth
Landrail, 5, sc., Com. H. L. Maitland West Coast of Africa
Lee, 5, Com. C. W. Andrews, 1861, Sheerness.
Lizard, 1. st ves., Lieut.-com. Price, 1854, Sheerness
Liffey, 31, sc., Capt. J O Johnson, 1856, Devonport
Lightning. 3, st. ves., Com. D. Aird, survey Coast of Scotland
Linnet, 2, sc., Lieut. Com. C. P. Bush, 1857, Brazils
Lion, 60, sc. Capt. J. M. Hayes, C.B. 1855, Coast Guard, Greenock
Lord Clyde, 24, sc Capt. R. Dew, C.B. 1858, Portland
Lord Warden, sc., 20, Capt. W R Rolland, 1857, Devonport
Lyra, 9, sc., Com. R. A. Parr, 1861. Mozambique
Malabar, 2, Capt. F. D. Rich, 1855, troop service.
Malacca, 17, Capt. R. B. Oldfield, 1862, Pacific
Magnet, gunboat, Lieut.-com. G. B. Goolden, 1854, Sheerness
Manilla, sc., Mast.-com. Ryan, 1854, China
Martin, 12, Training brig, Lieut.-com. G. B. Evans, Portsmouth
Medusa, 2, st, ves. Mast-com, Potter, 1851, Channel service
Megæra, 6, Capt. J. Simpson, 1865, store service
Minotaur, 24, Captain J G. Goodenough, 1863, Channel Squadron
Minstrel, 2, Lieut.-com. M. B. Medlycott, 1859, Lakes of Canada
Mullet, 5, Commodore A. P. V. Robinson, 1861, West coast of Africa
Mutine, 17, sc. Com. H. McC. Alexander, 1864, Pacific
Myrmidon, Nav. Lieut. A. T. Miller, 1867, Chatham.
Narcissus, 35, sc. Rear Adm. G. Ramsay, C.B., Capt. J. C. Wilson, 1865 Brazils
Nassau, 5, Capt. R. C. Mayne, 1864, Straits of Magellan
Nereus, 6, store depot, Staff-com. C. R. P Forbes, 1863, Valparaiso
Nettle, 2, Lieut. com. —— Jamaica
Niger, 13, Capt. J. Bruce, 1862, North America and West Indies
Nimble, 5, Com. A J Chatfield, 1862, North America
Niobe, 4, Com. T. E. Mackenzie, 1863, Devonport
Nymphe, 4, Com. T. Barnardiston, 1862, Devonport
Ocean, 23, iron-clad, Capt. Chandos Stanhope, Mediterranean
Octavia, 35, Capt. C. A. Campbell, 1863 flag of Commodore L. G. Heath, C.B. 1854, East Indies
Oberon, 3, st. ves., Lieut.-com. Hand, 1858, West Coast of Africa
Opossum, 2, Lieut.-com. Mainwaring, 1858, China
Orontes, 2, sc., troop ship, Capt. H. Phelps, 1864, Portsmouth
Osborne, st. yacht, Com John D'Arcy, 1863, particular service
Osprey, sc. 4, Com. W. Menzies, 1862, ordered home
Pallas, 6, Capt. M. Connolly, 1858 Devonport
Pearl, 21, Capt. J. F. Ross, China
Pelorus, 21, sc. Capt. W. H. Haswell 1858, ordered home
Pembroke, 25, sc. Commodore John W. Tarleton, C.B., Capt. Spencer, 1856, Harwich
Penguin, 5, Lt.-com. J. J. Martin, 1860, East Indies.
Perseus, 17, sc., Com. E. Stevens, 1860, China
Petrel, 3, Com. W. E. Gordon, 1861, Cape of Good Hope
Phœbe, 35, Capt. T. Bythesea, V C., 1861, Devonport
Pigmy, 3, st. ves. Mast.-com. Petch. 1861, Portsmouth
Porcupine, 3, st. ves. Staff-com. Calder 1863, Downs, survey
President, 16, Com. Comber, 1860, Naval Reserve Drill Ship, London
Prince Consort, 31, sc., Capt. Edward A. Inglefield, 1853, Mediterranean
Princess Alice, 1, st. ves., Mast.-com. Parker, 1855, Devonport
Princess Charlotte, 12, Comdre. Jones, 1863, Receiving Ship, Hong Kong
Psyche, 2, st. ves., Lieut.-com. Sir Francis Blackwood, Bart, 1859, Mediterranean
Racer, sc., 11, Com. L. Brine, 1854, Mediterranean
Racoon, 22, sc., Capt. R. Purvis, 1857, Cape of Good Hope
Ranger, 5, sc. Com. W. A. Gambier, 1865, Coast of Africa

Rattler, 17, sc., Com. J. T. Swann, 1864, China
Rattlesnake, 19, Commodore. W. M. Dowell, C.B., 1858, Devonport for West Coast of Africa
Reindeer, 7, Com. E. Nares, 1860. Pacific
Research, 4, sc., Com. A. Morrell, 1861, Coast of Ireland
Revenge, 73, Capt. W. J. S. Pullen, 1856, Pembroke
Rifleman, 8, sc., Mast. com. J. W. Reed, 1858, China Seas, survey
Rinaldo, 7, Com. W. K. Bush 1861, China
Rodney, 78, sc., Capt. A. C. F. Heneage, 1866, Vice-Adml. Hon. Sir H. Keppel, K.C.B., China
Royal Adelaide, 26, Adml. W. F Martin, Bart., K.C.B. Capt. W. Preedy, C.B. 1855, Devonport
Royal Alfred, 18, sc., Capt. F. A. Herbert, 1864, Vice-Adml. Sir G. R. Mundy, K.C.B., N. A. & W Indies
Royal George, 78, sc., Capt. Thomas Miller, 1852, Coastguard Kingstown, Dublin
Royal Oak, 35, sc. Capt. G. Keane, 1854, Mediterranean
Royal Sovereign, sc., 5, Capt. C P Coles, C.B., 1856, Portsmouth
Salamander, 6, st. ves, Com. G. S. Nares, 1862, ordered home
Salamis, 1, st, ves. Com. F. G. Suttle, 1863, China
Sandfly, gunboat, Lieut. Shuckburgh, 1863, Devonport
Satellite, 11, Capt. J. Edye, 1862. passage to China
Saturn, Capt. Hall, 1855, Pembroke
Scout, 21, Capt. J. A. P. Price, 1860, Pacific
Serpent, 3, Com. J. Bullock, surveying in Japan
Sealark, 8, Training Brig, Lieut.-com. J. N. Croke, 1855, Devonport
Serapis, 2, Capt. J. C. Soady, 1863, troop service.
Seringapatam, Receiving Ship, Comdre. G. G. Randolph, 1859, Cape of Good Hope
Sharpshooter, 6, sc., Lieut.-com. B. S. Hamilton, 1859, Brazil
Shearwater, 11, sc. Com. Thomas G. Smith, 1862, ordered home
Simoom, 4, Capt. Thomas B. Lethbridge 1843, troop service
Skylark, 2, Lieut.-com. Swinton, 1856, Gibraltar
Slaney, 3, sc. gunboat, Lieut.-com. *Elwyn, 1855, China*
Snap, 2, Lieut.-com Powys, 1859, China
Sparrowhawk, 4, Com. E. A. Porcher, Pacific
Speedy, 2, gunboat, Mast.-com. Burney 1859, Channel Islands
Speedwell, sc., 5, Com. T P Jones-Parry, Woolwich
Sphinx, 6, Capt. R. V. Hamilton, 1862, North America and West Indies
Spider, 2, sc. gunboat, Lieut.-com. John B. Mitchell, 1854, S. E. Coast of America
Spiteful, 6, paddle, Com. B. L. Lefroy, 1863, Brazil
Sprightly, st. ves., Mast.-com. G. Allen acting, Portsmouth
Squirrel, 8, Training Brig, Lieut.-com. T. K. Hudson, 1857, Devonport
Star, 4. Com. R. Bradshaw, East Indies
St. George, 84, sc. Capt. M. S. Nolloth 1856, Coast Guard, Portland
Staunch, 2, sc., Lieut.-com. Dunlop, 1856, China
St. Vincent, 26, Training Ship, Com. Carter, 1862, Portsmouth
Steady, 5, sc. Com. J. P. Parry 1863, North America and West Indies
Supply, 2, sc. Staff-com C. Bawden, 1864, store service Woolwich
Sutlej, 35, sc., Vice-Adml. Hon. J. Denman, C.B., Capt. T. P. Coode. 1852, ordered home
Sylvia, 4, Com. E. Brooker, 1863, China
Tamar, 2, sc. troop ship, Capt. F. W. Sullivan C.B., 1863, Portsmouth
Terrible, 21, Capt. Commerell, V.C., 1859, Mediterranean
Terror, 16, sc. Capt. J. B. Wainwright, 1853, Bermuda
Topaze, 31, Comdre. Powell, 1858, Pacific
Torch, 5, sc., Capt. G. Douglas, West Coast of Africa
Trincomalee, 16, Com. E. T. Nott, 1863, Naval Reserve drill Ship, Hartlepool
Triton, pad., 3, Lieut.-Com. R. H. Napier 1857, Brazils
Tyrian, 1, Lieut. E. J. Church, 1861, Mediterranean
Urgent, 4, sc Capt. S. H, H. Henderson, 1863, troop service
Vestal, 4, sc., Com. S. P. Brett, 1862, West Coast of Africa
Victoria and Albert, steam yacht, Capt. H.S.H Prince Leiningen, K.C.B., 1860, Portsmouth
Victory, 12, Capt. F. B. P. Seymour, flagship of Admiral Sir T. Pasley, Bart., Portsmouth
Virago, 6, pad., Com. H. M. Bingham, 1862, passage to Australia
Vigilant, 4. sc., Com. R. A. O. Brown, 1862, East Indies and Cape of Good Hope

Vindictive, 2. store ship, Mast.-com. G. Stovin, Fernando Po
Vivid, 2, st. ves. Staff-com. T. W. Sullivan, 1863, Woolwich
Warrior, 32, Capt. H. Boys, 1857, Portsmouth
Wasp, 13, sc. Capt. Norman B. Bedingfield, 1862, Mozambique ordered home
Waterwitch, hyd. prop., Com. P R Sharpe, Woolwich
Wezael, 1, sc. gunboat Lieut.-com. Tuke, 1856, China
Wellesley, 17, Capt. W. H. Stewart, C.B. 1854, Chatham
Wildfire, st. ves. Mast.-com. G. Brockman, 1854, Sheerness
Winchester, 12, Drill Ship for Naval Reserve, Com. Charles J. Balfour, 1865, Aberdeen
Wizard, 1, Lieut.-com. Patrick J. Murray, 1859, Mediterranean
Wolverine, 21, sc., Capt. T. Cochran, 1857, N. America and W. Indies
Wyvern, 4, Capt. H. T. Burgoyne, 1861 Portsmouth
Zealous, 20, ironclad, Capt. R. Dawkins 1863, Flag of Rear Admiral Hon. G. F. Hastings, Pacific
Zebra, 7, Com. Edwin J. Pollard, 1861, China

STATIONS OF THE BRITISH ARMY.

(Corrected up to the 26th September, 1867, inclusive.)

Where two places are mentioned, the last-named is that at which the Depot is stationed.

1st Life Guards—Hyde Park
2nd do.—Windsor
Royal Horse Guards—Regent's Park
1st Dragoon Guards—Aldershot
2nd do.—Bengal, Canterbury
3rd do.—Bombay, ditto.
4th do.—Aldershot
5th do.—Colchester
6th do.—Cahir
7th do.—Bengal, Canterbury
1st Dragoons—Newbridge
2nd do —Curragh
3rd Hussars—Hounslow
4th do—Exeter, Canterbury
5th Lancers—Bengal, Canterbury
6th Dragoons—York.
7th Hussars—Bengal, Canterbury
8th do.—Manchester
9th Lancers—Dublin
10th Hussars—Dundalk
11th Hussars—Bombay, Canterbury
12th Lancers—Newbridge
13th Hussars—Canada, Canterbury
14th do.—Edinburgh
15th Hussars—Norwich
16th Lancers—Madras, Canterbury
17th do.—Brighton
18th Hussars—Madras, Canterbury
19th do.—Bengal, ditto.
20th do.—Bengal, ditto.
21st do.—Bengal, ditto.
Military Train—Woolwich, Troops, 5, 7, 18, 20, 21, 24,—Chatham 23.
Do.—Kensington and Regent's Park, 4.
Do.—Portsmouth, 19.
Do.—Dublin, 2 and 3.
Do.—New Zealand, 13, 14, 15, and 16
Do.—Aldershot, 1, 9, 10, 11, 12, 17, and 22.
Do.—Curragh, 6 and 8
Grenadier Guards (1st bat.)—Windsor
Do.—2nd bat.)—Chelsea Barracks
Do.—(3rd bat.)—Wellington Barracks
Coldstream Gds (1st bat.)—Tower
Do. (2nd bat.)—Curragh
Scots Fusilier Guards, (1st bat.)—Chelsea
Do. (2nd bat.)—Wellington Brks
1st Foot (1st).—Madras, Chatham
Do. (2nd bat.)—Bombay ditto.
2nd do. (1st bat.)—Bombay, ditto.
Do. (2nd bat.)—Athlone
3rd do. (1st bat.)—Bengal, Shorncliff
Do. (2nd bat.)—Belfast
4th do. (1st bat.)—Bombay, Parkhurst
Do. (2nd bat.)—Nova Scotia ditto.
5th Foot (1st bat.)—Bengal, Shorncliff
Do. (2nd bat.)—Dover
6th do. (1st bat.)—Fermoy
Do. (2nd bat.)—Edinburgh
7th do. (1st bat.)—Bengal,
7th do (2nd bat.)—Gosport,
8th do. (1st bat.)—Malta, Chatham
Do. (2nd bat.) Malta, ditto
9th do. (1st bat.)—Cape, Pembroke
Do. (2nd bat.)—Japan, Pembroke.
10th do (1st bat.)—Cape of Good Hope Chatham
Do. (2nd bat.)—Madras, Chatham
11th do (1st bat)—Bengal, Parkhurst
Do. (2nd bat.) Cape of Good Hope, Parkhurst
12th do. (1st bat.)—Devonport
Do. (2nd bat.)—Bengal, Gosport
13th do. (1st bat.)—Gibraltar Shorncliff
Do. (2nd bat.)—Portland & Weymouth
14th do. (1st bat.)—Malta, Chatham
Do. (2nd bat.)—Melbourne, Chatham
15th do (1st bat.)—N. Brunswick, ditto.
15th do. (2nd bat.)—Gibraltar, Chatham
16th do. (1st bat.)—Canada, Colchester
Do. (2nd bat.)—Barbadoes, ditto
17th do (1st bat.) Kilkenny
Do. (2nd bat.)—Canada, Chatham
18th do. (1st bat.) Chester
Do. (2nd bat.)—New Zealand, Colchester
19th do (1st bat.)—Bengal, Sheffield
Do. (2nd bat.)—Birmah, Sheffield
20th do. (1st bat.)—Devonport
Do. (2nd bat.)—Cape, Shorncliff
21st do. (1st bat.)—Curragh
Do. (2nd bat.)—Madras, Preston
22nd do. (1st bat.)—New Brunswick Chatham
Do. (2nd bat.)—Newcastle-on-Tyne
23rd do. (1st bat.)—Bengal, Walmer
Do. (2nd bat.)—Canada, Newport
24th do. (1st bat)—Malta, Sheffield
Do. (2nd bat.)—Rangoon, Sheffield
25th do (1st bat.)—Glasgow,
Do. (2nd bat.)—Bengal, Preston
26th do.—Bombay, Preston
27th do.—Bengal, Dover
28th do.—Curragh
29th do.—Canada, Chatham
30th do.—Canada, ditto.
31st do —Malta Chatham
32nd do.—Mauritius, Colchester
33rd do.—Bombay, Sheffield

34th do.—Portsmouth.
35th do.—Bengal, Colchester
36th do.—Bengal, Pembroke Dock
37th Foot—Bengal, Pembroke
38th do.—Bengal, Gosport
39th do.—Dublin
40th do.—Devonport
41st do.—Bengal, Colchester
42nd do—Bengal, Fort George
43rd do.—Aldershot
44th do.—Aldershot
45th do.—Bombay, Chatham
46th do.—Bengal, Pembroke
47th do.—Nova Scotia, Pembroke
48th do.—Dublin
49th do.—Bombay, Colchester
50th do.—Sydney, Chatham
51st do.—Dover
52nd do.—Dublin
53rd do.—Canada, Shorncliffe
54th do.—Aldershot
55th do.—Bengal, Sheffield
56th do.—Aldershot
57th do.—Manchester
58th do.—Bengal, Pembroke
59th do.—Ceylon, Gosport
60th do. (1st bat.)—Canada, Winchester
Do. (2nd bat.)—Bengal, Winchester
Do. (3rd bat.)—Madras, Winchester
Do. (4th bat.)—Canada, Winchester
61st do.—Bermuda, Gosport
62nd do.—Buttevant
63rd do.—Dublin
64th do.—Malta, Parkhurst
65th do.—Cork
66th do.—Jersey
67th do—Waterford
68th do.—Aldershot
69th do.—Canada, Preston
70th do.—Aldershot
71st do.—Fermoy
72nd do.—Aldershot
73rd do.—China, Shorncliff
74th do.—Limerick
75th do.—Gibraltar Shorncliffe
76th do.—Madras, Shorncliffe
77th do.—Bengal, Gosport
78th do.—Canada, Aberdeen
79th Foot—Bengal, Aberdeen
80th do.—Aldershot
81st do.—Cork
82nd do—Bengal, Chatham
83rd do.—Gibraltar, Colchester
84th do—Jamaica, Colchester
85th do.—Curragh
86th do.—Mauritius, Gosport (detained at Cape of Good Hope)
87th do.—Gibraltar, Walmer
88th do—Bengal, Parkhurst
89th do.—Dublin
90th do.—Bengal, Preston
91st do.—Bengal, Fort George
92nd do.—Curragh
93rd do.—Bengal, Aberdeen
94th do.—Bengal, Colchester
95th do.—Bombay, Pembroke
96th do.—Bombay, Colchester
97th do.—Portsmouth
98th do.—Portsmouth
99th do.—Cape of Good Hope, Preston
100th do.—Canada, Colchester.
101st do.—Bengal, Walmer
102nd do.—Madras, Shorncliff
103rd do—Bengal, ditto.
104th Bengal, Walmer
105th do.—Bengal, Shornecliff
106th do—Bengal, Chatham
107th do.—Bengal, Preston
108th do.—Madras, Gosport
109th do.—Bombay, Chatham
Rifle Brigade (1st bat.)—Canada, Winchester
Do (2nd bat.)—Bengal, Winchester
Do. (3rd bat.)—Bengal, Winchester
Do (4th bat.)—Chichester
1st West India Regiment—Sierra Leone
2nd do.—Bahamas
3rd do.—Jamaica
4th do.—Barbados
Ceylon Rifle Regiment—Ceylon & China
Cape Mounted Rifles—Cape of Gd. Hope
Royal Canadian Rifle Regiment—Canada
Royal Malta Fencible Artillery—Malta

DEPOT BATTALIONS.

1st Depot Battalion—Chatham
2nd do.— ditto.
3rd do.— ditto.
4th do.—Colchester
5th do.—Parkhurst
6th do.—Walmer
7th do.—Winchester
8th do.—Colchester
9th—Preston
10th do.—Shorncliff
11th do.—Gosport
12th do.—Shorncliff
13th do.—Pembroke
14th do.—Sheffield
15th do.—Aberdeen
Cavalry Depot—Canterbury

PROMOTIONS AND APPOINTMENTS.

NAVY.

Admiralty, Aug. 23.

Lieut. the Hon. J B Vivian has this day been promoted to be a Commander in Her Majesty's Fleet.

Sub-Lieuts. to be Lieuts. in Her Majesty's Fleet:—R F Ward, A W Hamilton, and L A Beaumont.

The following promotions have this day been made:—

To be Engineers in Her Majesty's Fleet:—Messrs. J Leeson, J R Harvey, T G Punett, T J Warburton, and E Wimshurt (acting).

Aug. 29.

Lieut. G R Keene has been promoted to be a retired com., under the provisions of Her Majesty's Orders in Council of 1st Aug., 1860, 9th July, 1864, and 24th March, 1866.

Aug. 30.

Mr. W Bryan has this day been promoted to the rank of eng. in Her Majesty's Fleet, with seniority of Aug. 23, 1867.

Sep. 5.

The following Flag promotions have taken place, consequent on the death of Rear-Admiral T Hope on Aug. 31, and they are to date from Sep. 1, 1867:

Capt. E S Sotheby, C.B., to be rear admiral in Her Majesty's Fleet.

Retired Capt. T G Forbes to be retired rear admiral, under Her Majesty's Orders in Council of Aug. 1, 1860, and July 9, 1864.

Retired Capt. W N Fowell to be retired rear admiral, under His Majesty's Orders in Council of April 24, 1847, June 25, 1851, and June 26, 1867.

Sub-lieuts. to be lieuts. in Her Majesty's Fleet: Messrs.—G C E Lockhart, H L H Veith, W Duthy, T Suckling, E G Festing, C E *Napier*, F G M Powell, C T Francis, V J English, A Ross, J A Challice, J H E Parker, P A Black, W F E Freeland, G B Bedford, J W Sunderlad, H W S Gibson, W M Carey, F Coddington, A M Causton, R C Gorst, A B Jenkings, H J G Garbett, R W Forster, G H R Willis, J T Hardinge, F A Moysey, and F R Olcken.

Sep. 6.

Capt. G G Randolph (1854), of Britannia, to be senior officer and commodore of the second class at the Cape of Good Hope, vice Caldwell, invalided.

Sep. 10.

Mr. G C Bencke has this day been promoted to the rank of acting Eng. in Her Majesty's Fleet, with seniority of June 27, 1867.

Mr. H Griffin has this day been promoted to the rank of first class assist. eng. in Her Majesty's Fleet, with seniority of Sep. 5, 1867.

Sep. 14.

The following promotions have this day taken place in Her Majesty's Fleet:—Commanders W H Blake, A J Innes, T B M Sulivan, T A De Whal, M S L Pelle, J O Hopkins, to be capts.; Lieuts. E H Wilkinson, P P Luxmoore, A R Tinklar, A Eaton, E St. John Garforth, B W Bax, F H Hastings, the Hon. V A Montague, to be commanders.

Sep. 17.

Dr. J Andrews (b) has been this day promoted to the rank of staff-surg. in Her Majesty's Fleet, with seniority of Sep. 6, 1867; Mr. M B Kelly has this day been promoted to the rank of acting eng. in Her Majesty's Fleet, with seniority of July 5, 1867.

Sep. 19.

The undermentioned officers have this day been promoted to the rank of staff com. in Her Majesty's Fleet, with seniority of Aug.

20, 1867:—J Parsons, Esq., J P Dillon, Esq., W B Calver, Esq., P Going, Esq., J H Kerr, Esq., W L Scarnell, Esq.

PROMOTIONS AND APPOINTMENTS

Commanders—W D D Selby to Cumberland, for service at Naval Barracks at Sheerness; J B Scott to Assurance, vice Pym, invalided; C D Sanders to Prince Consort; J G Mead to Rattlesnake.

Lieuts.—B Moore to Mersey; C C Robinson to Duke of Wellington; G N Smallpiece and W Sherrooke to Crocodile; G T Morrell to Fisgard, additional, for temporary service at transport office, Deptford; D D Younge, C J Wise, S M Medley, W F Boughey, E L Green, and F W Lewis, additional, to Fisgard, for temporary service in transports; C B Payne to Nelson; E A Bolitho, M T Parks, E B P Kelso, W C Shuckburg, T E Sullivan, and G S Brown to Fisgard, additional, for transport service: Hon W H Joliffe to Liffey; J Bedingfield to Speedwell; J Hayes to Warrior; H C A Brand to Irresistible, for service in tender; T H Falcon to Impregnable; J F Baker to Fisgard, additional, for transport service; E J Church, J C Burnell and H S T Chowne to Rattlesnake; E G Festing and J Challice to Octavia, for disposal; C T Francis and F A Moysey to Royal Alfred, for disposal; T Suckling, H W S Gibson, and W M Carey to Zealous, for disposal; G B Bedford, H G Garbett, J S Hardinge and A Ross to Rodney for disposal.

Staff Commanders—B B Stuart to be transport officer on board of Empress; W G Aldrich and J Symons to Fisgard.

Navigating Lieuts.—A Hamilton to Fisgard, for surveying duties; J E Scudamore, J F R Aylen and E Wise to Fisgard; C Parkinson to Fisgard, additional, for transport service: W F Rowe to Rattlesnake; W F A Greet to Jaseur; H G Hatch to Implacable, for Sea Lark.

Sub-Lieuts.—C E Stewart to Jaseur; T T A Smith to Rodney; T S Brand to Charybdis; A W Moore to Jaseur; W M Annesley to Minotaur; W S Chambre to Dee.

Midshipmen—W W Glanville to Liffey; G W Hill to Wivern; H B Callander to Terrible; H B Rooper to Liffey; F Hotham to Arethusa; P E Warburton and F R Pelly to Challenger.

Naval Cadets—F G Langdon to Challenger; H C Hawker, F L Langdale, and J B Hay to Terrible; E F Tyacko and E B Scott to Phœbe; J B Hay to Victory.

Naval Cadets (if qualified)—F Alexander and E Chapman.

Naval Cadets (nominated)—R de la P B Pierse, M R Hayes, E D Ryder, W B T Pruen.

Surgs.—W Edney to Donegal; J S Adams to Rattlesnake; R Pirken, M.D., to Cumberland, for Sheerness Dockyard; R C Scott to Irresistible; J Little to Excellent

Acting Surg.—R R Siccama to Boscawen, additional.

Paymasters—C S Hill to Barracouta; H R Jones to Canopus; J D Gilpin to Indus; E Jago to Nelson; H L Bowling and T N Firth, additional, to Octavia, for transport service in the Indian Seas; W S Crealock to Tamar; J T Wells to Brilliant; W J C Row, additional, to Rattlesnake; A Allen to Cruiser; W H B Brown to Rattlesnake.

Assist.-Surgs.—Dr. G V Wright to Medusa; Dr. J R Burke to Jason; C Strickland to Minotaur.

Acting Assist.-Surgs.—V Duke, W P M Boyle and S Evans to Victory, additional, for Haslar Hospital; P O'C D'Ole, T C Hickery, and T St. J Choke, M.D., to Royal Adelaide, additional, for Plymouth Hospital.

Assist. Paymasters-in-Charge—G R Johnson to Ocean; E E Richmond to Jaseur.

Assist.-Paymasters—C B Skinner to Lion; H B Brenan to Duke of Wellington; F Pittman to Cumberland; F Byndman to Victory; G L Miller to Bellerophon; O Davey to Dauntless; J Cox to Rattlesnake; C P Penny, addi-

tional, to Rattlesnake; A S Eversfield to Achilles; R G Chandler to Asia; T W Cleave to Canopus; W R Weatherly to Cumberland.

Clerks—R S Jones to Warrior; G O E de H Goulett to Rattlesnake, in lieu of an assist.-clerk; J A Bell to Cambridge; J Barnes to Formidable.

Assist.-Clerk — J Bramble to Caledonia, as supernumerary, for disposal.

Chief Engineers—J Snell to Cumberland, for charge of engines of Blanche; G Cock to Tamar; G C Bardin to Asia, for charge of engines of Edgar; A Miller to Rattlesnake; A H Miller to Indus, for charge of engines of Rattlesnake.

T Scott (c) and H Johnson to Caledonia; J Hird, J C Weeks, and W Bryan to Jaseur; J T Kelly to Liffey; W Ball to Medusa; T F Hight and A Gray to Euphrates; W Saunders, W Inglis (b) and J Rastrick to Nelson; H C Jones to Asia, for service in Ringdove; J Turner to Asia, for service in Hector; T G R Knight to Fox; W Wheatley and J Turner to Rattlesnake; G F Williams, W J Warren, and S Lawton to Zealous; G Metcalfe, R Crosthwaite, and W Kelly to Bristol: W Sides to Indus, for Skipjack.

First Class Assist.-Engineers—J M'Millan to Rattlesnake; A Stewart (b) and W M Haddon to Hibernia; W J Grant to Caledonia; W Stretten to Cumberland for service in Adder; G Fabian to Fox; W S Littlejohn to Dee.

Second Class Assist.-Engineers—J Monk to Bristol; W Oates to Liffey.

Acting Second Class Assist.-Engineers—R C Callaway to Caledonia; E Norrington to Phœbe; G J Ross to Euphrates; R H Andrews to Rattlesnake.

COAST-GUARD.

PROMOTIONS.

Chief Boatmen (to be acting chief officers of the second class) in command of stations—G Ellis, Binghamstown, to Ballycotton, vice Stabb, deceased; J H Davie, St.Alban's Head, to Woodbridge Haven, vice Pool; J Weeks, Pembroke Dock, to Chichester Harbour, vice M'Cosmick; F Earl, Lymington, to Camber, vice Webb; D Henderson, Cove Bay, to Pegwell Bay, vice Dixon; J Gallehawk, Lowestoft, to Reculvers, vice Spracklin; M Toomey, Wicklow Head, to Larne, vice Granger; T Jackson, Skegness, to Broadstairs.

REMOVALS.

Chief Officer (2nd Class)—R G Gibbon, Courtmasherry, Kinsale, to command the Bantry Division, vice Staff-Com. Sullivan, resigned; J Dixon, from Pegwell Bay to No. 2 Battery, Deal, vice H Evans; Z Granger from Larne to Courtmasherry, vice Gibbon; H Higgins from Roches Point to Coverack.

ROYAL NAVAL RESERVE.

APPOINTMENTS.

To be Sub-Lieuts.—T Donkins and C Douglas.

ROYAL MARINES.

Admiralty, Sep. 16.

Royal Marine Light Infantry—Serj.-Maj, J Woon to be quartermaster, vice Scott, to retired half pay; Serg. R Halling to be quartermaster, vice Pritchett, whose period of Staff service has expired. Sep. 19.

Royal Marine Light Infantry—Lieut. and Adjt. W H Poyntz to be second caps., vice Connor, resigned.

ARMY.

THE ARMY GAZETTE.

WHITEHALL, Aug. 19.

The Queen has been pleased to direct letters patent to be passed under the Great Seal, granting the dignity of a Knight of the United Kingdom of Great Britain and Ireland unto Harry St. George Ord, Esq., Col. in her Majesty's Army, Lieut.-Col. in the Corps of Royal Engineers, C.B., Governor and Commander-in-Chief of the Straits Settlements.

WAR OFFICE, PALL MALL, Aug. 20.

14th Regiment of Hussars—A Brassey, gent., to be cor., by purchase, vice Toler, transferred to the 74th Foot; Aug. 21.

Royal Regiment of Artillery—Lieut. E R Cottingham to be sec. capt., vice P Jackson, superseded for being absent without leave; Aug. 21.

Corps of Royal Engineers—Capt. J C B De Butts to be lieut.-col., vice C R Binney, who retires upon half pay; Aug. 21. Second Capt. E D Malcolm to be capt., vice De Butts; Aug. 21. Lieut. B H Melville to be sec. capt., vice Malcolm; Aug. 21.

11th Regiment of Foot—Lieut. H M Toller to be capt., by purchase, vice H S Stewart, who retires; Aug. 21. Ens. O J Forjett to be lieut., without purchase, vice S Halahan, deceased; June 9. Ens. J W O'Callaghan to be lieut., by purchase, vice Toller; Aug. 21. Ens. H F Burmester to be lieut., by purchase, vice Forjett, whose promotion by purchase on Aug. 7 has been cancelled; Aug. 21. Ens. E W Chalmers, from the 16th Foot, to be ens., vice Burmester; Aug. 21.

12th Foot—Maj. J M'Kay, from the School of Musketry, to be maj., vice Bythesea, who exchanges; Aug. 21.

13th Foot—Staff-Surg. F H Macfadin to be surg., vice Doherty, appointed to the 18th Foot; July 9.

16th Foot—A H Hill, gent., to be ens., by purchase, vice Ryley, transferred to the 81st Foot; Aug. 21.

18th Foot—Surg. D J Doherty, from the 13th Foot, to be surg., vice J H Lewis, deceased; July 9.

19th Foot—Lieut. J G Moir to be adjt., vice Lieut. Knox, promoted; June 10.

25th Foot—Maj. C J S Wallace to be lieut.-col., by purchase, vice Brev.-Col. F Fane, who retires upon half pay; Aug. 21. Capt. T W Sheppard to be maj., by purchase, vice Wallace; Aug. 21. Lieut. W G Knox to be capt., by purchase, vice Sheppard; Aug. 21. Ens. D W Cork to be lieut., by purchase, vice W B Brown, who retires; Aug. 21. Ens. J L Ross to be lieut., by purchase, vice Knox; Aug. 21. Surg. H V Bindon, M.D., having completed 20 years' full pay service, to be surg.-maj. under the provisions of the Royal Warrant of April 1, 1867; July 29.

31st Foot—G H D Passey, gent., to be ens. by purchase, vice Cockran, transferred to the 52nd Foot; Aug. 21.

34th Foot—R Wymer, gent., to be ens., by purchase, vice R L Dickson, who retires; Aug. 21.

42nd Foot—Ens. A G Wauchope to be lieut., without purchase, vice C Spens, deceased: June 23.

43rd Foot—Lieut. J Hogarth to be capt., by purchase, vice H C Talbot, who retires; Aug. 21. Ens. H Collins-Splatt to be lieut., by purchase, vice Hogarth; Aug. 21. Lord C R Pratt to be ens., by purchase, vice Collins-Splatt; Aug. 21.

45th Foot—Ens. S R Rawlinson, from the 46th Foot, to be ens., vice Curtis, promoted; Aug. 21.

51st Foot—Lieut. W P L Lewes to be capt., by purchase, vice Hill, promoted, by purchase, in the 3rd West India Regiment; Aug. 21. Lieut. D V Stuart to be capt., by purchase, vice R N Cartwright, who retires; Aug. 21. Ens. A S

Wynne to be lieut., by purchase, vice Lewes; Aug. 21. Ens. H Talbot to be lieut., by purchase, vice Stuart; Aug. 21. B H B Kennett, gent., to be ens., by purchase, vice Wynne; Aug. 21.

52nd Foot—Lieut. H L Powys to be capt., by purchase, vice F A Champion, who retires; Aug. 21. Ens. H C H Gwynne-Holford to be lieut., by purchase, vice Powys; Aug. 21. Ens. L H Cockran, from the 31st Foot, to be ens., vice Gwynne-Holford; Aug. 21.

59th Foot—Lieut. H H Griffiths to be capt., by purchase, vice Leyne, promoted half pay maj., without purchase; Ens. W H D Jones to be lieut., by purchase, vice P Chalmers, who retires; Aug. 21 Ens. R Elias to be lieut., by purchase, vice Rudd, promoted; Aug. 21; Ens. W P Lawlor to be lieut., by purchase, vice Griffiths; Aug. 21. T C Fisher, gent., to be ens., by purchase, vice Jones; Aug. 21.

63rd Foot—Ens. V F K Drury-Lowe to be lieut., by purchase, vice M C Smith, who retires; Aug. 21. Ens. W O Adams, from the 4th Foot, to be ens., vice Ryan, promoted; Aug. 21. Ens. W F Nuthall, from the 20th Foot, to be ens., vice Drury-Lowe; Aug. 21.

69th Foot—Lieut. R F Stirke to be capt, without purchase, vice R T Pratt, deceased; Aug. 3. Ens. P M French to be lieut., without purchase, vice Stirke; Aug. 3. Ens. A J Borton to be lieut., vice French, whose promotion, by purchase, on the 7th Aug., has been cancelled; Aug. 21. Lieut. R B Clark to be adjt., vice Lieut. Stirke, promoted; Aug. 11.

73rd Foot—Staff-Surg. J H Hearn to be surg., vice Surg.-Maj. G K Hardy, M.D., appointed to the Staff; Aug. 21.

75th Foot—J J Bowness, Esq., late Capt. 86th Foot, to be paymaster, vice H A Gossett, deceased, Aug. 21.

78th Foot—Lieut. G E Lecky to be capt., by purchase, vice J T S Richardson, who retires; Aug. 21. Ens. C Roberts to be lieut., by purchase, vice Lecky; Aug. 21.

81st Foot—Lieut. W H Warren to be capt., by purchase, vice J A Deans, who retires; Aug. 21. Ens. R K Brereton to be lieut., by purchase, vice Warren; Aug. 21. Lieut. G J Woods, from the 85th Foot, to be lieut., vice Purdon, who exchanges; Aug. 22. M N G Kane, gent., to be ens., by purchase, vice Brereton; Aug. 21.

85th Foot—Lieut. R Purdon, from the 81st Foot, to be lieut., vice Woods, who exchanges; Aug. 22. The second Christian name of Ens. Vivian is Haines, not Harries, as previously stated.

91st Foot—Lieut. C J Marshall, from General List of Bengal Infantry, to be Lieut., vice D H Robertson, whose appointment on Dec. 4. 1866, has been cancelled; Aug. 21.

92nd Foot—The appointment of F H Carpenter, gent., to an Ensigncy by purchase, on July 31, has been cancelled.

93rd Foot—Ens. G H Elliott, from the 91st Foot, to be ens., vice McKechnie, deceased; Aug. 21.

97th Foot—The retirement of Capt. A R N Gould, and promotion of Lieut. R W Barbor, by purchase, on June 12, have been cancelled. Lieut. J C Minto to be capt., without purchase, vice A R N Gould, deceased; June 2. Ens. C E Hallett to be lieut., without purchase, vice Minto; June 2.

98th Foot—Staff Assist.-Surg. S Archer to be assist.-surg., vice J M'N Beatty, promoted on the Staff; Aug. 21.

101st Foot—Lieut. C W Riggs to be capt., vice J C Partridge, deceased; June 15. Ens. T Macleane to be lieut., vice Riggs; June 15.

106th Foot—Lieut. J Wright to be capt., vice E S Jervis, who, in mitigation of a sentence of a general court-martial to be dismissed the service, has been permitted, in consideration of the Court's recommendation to mercy, to retire from the Army, receiving the value of a Captain's commission; Sept 19, 1866. Ens. J Winslow to be

lieut., vice Wright; Sept. 19, 1866. Lieut. C Caldecott to be capt., vice Wright, whose promotion on Oct. 30, 1866, has been cancelled; Oct. 30, 1866. Ens. E R Baker to be lieut., vice Winslow, whose promotion on Oct. 30, 1866, has been cancelled; Oct. 30, 1866. Lieut. J W Garlick to be capt., vice E Coghlan, deceased; May 7. Ens. H Bailey to be lieut., vice E R Coker, whose promotion on Nov. 30, 1866, has been cancelled; Nov. 30, 866. Ens. G G Bird to be lieut., vice Garrick; May 7.

109th Foot—Maj. A A P Browne to be lieut.-col., vice E Maude, who retires upon half-pay; Aug. 21. Capt. A Schmid (not Schmidt, as hitherto stated), to be maj., vice Browne; Aug. 21. Lieut. P Murray to be capt., vice Schmid; Aug. 21. Ens. R T Mayne to be lieut., vice Murray; Aug. 21.

Rifle Brigade—The Hon. G O M Bridgeman to be ens., by purchase, vice G F Edmonstone, who retires; Aug. 21.

2nd West India Regiment—Maj R P Ireland, from the 3rd West India Regiment, to be lieut.-col., without purchase, vice C Prevost, who retires; Aug. 21. Ens. C H Warner to be lieut., without purchase, vice C C Sayce, deceased; July 3.

3rd West India Regiment—Capt. J E D Hill, from the 51st Foot, to be maj. by purchase, vice Ireland, promoted without purchase into the 2nd West India Regiment; Aug. 21.

4th West India Regiment—Maj. G J Ivey to be lieut.-col., without purchase, vice Brevet-Col. E Coran, who retires; Aug. 21. Capt. and Brevet-Maj. C J Barnard to be maj., by purchase, vice Ivey; Aug. 21.

DEPOT BATTALION.

Capt. A Cherry, 90th Foot, to be instructor of musketry, vice Capt. Upton, 26th Foot, who will rejoin his regiment; July 23.

SCHOOL OF MUSKETRY.

Capt. J M'Kay, Deputy-Assist. Adjt.-Gen., to be maj. without purchase, vice Brevet-Col. Bewes, promoted to half-pay lieut.-col., without purchase; July 1.

Maj. H F Bythesea, from the 12th Foot, to be maj., vice M'Kay, who exchanges; Aug. 1.

MEDICAL DEPARTMENT.

Surg.-Maj. J C Dempster, M.D., from half pay, late 35th Foot, to be staff surg.-maj., vice Staff-Surg. F H Macfadin, appointed to the 13th Foot; July 9.

Surg. Maj. G K Hardie, M.D., from the 73rd Foot, to be staff surg.-maj.; Aug. 21.

Assist.-surg. J McNeill Beatty, from the 98th Foot, to be staff-surg., vice J H Hearn, appointed to the 73rd Foot; Aug. 21.

Staff Assist.Surg. R A Farquharson, M.B., has been permitted to resign his commission; Aug. 21.

VETERINARY DEPARTMENT.

To be Veterinary-Surgs. of the First class—Vet.-Surg. G Longman, 9th Lancers, vice Hurford, promoted; Aug. 21. Vet.-Surg. C Steel, 12th Lancers, vice J Collins, promoted; Aug. 21. Vet.-Surg. J Tatam, Royal Artillery; Aug. 21. Vet.-Surg. J B W Skoulding, Royal Artillery; Aug. 21. Vet.-Surg. G Fleming, Royal Engineers; Aug. 21. Vet.-Surg. J Baldock, Royal Artillery; Aug. 21; Vet.-Surg. E Kelly, Royal Artillery; Aug. 21.

MILITARY STORE DEPARTMENT.

Ens. G C D Bampfield, from the 34th Foot, to be deputy-assist. superintendent of stores; Aug. 21.

Ens. H J Ferris, from the 62nd Foot, to be deputy-assist. superintendent of stores; Aug. 21.

Ens. M Coen, from the 21st Foot, to be deputy-assist. superintendent of stores; Aug. 21.

Ens. A L McIlwaine, from the 15th Foot, to be deputy assist. superintendent of stores; Aug. 21.

HALF PAY.

Lieut. J Mann, from the 15th Hussars, to be capt., without purchase; Aug. 21.

BREVET.

Lieut.-Col. J H Jolliffe, retired upon full pay, Royal Marine Light Infantry, to have the hon. rank of

col., in accordance with the provisions of the Order in Council of the 13th Nov., 1858; Aug. 21.

Second Apothecary J S Howard, M.D., of her Majesty's Indian Subordinate Medical Service, to have the hon. and local rank of assist.-surg.; Aug. 21.

The Commissions as majors of the undermentioned officers to be antedated as follows, such antedates not to carry back pay:—Capt. and Brevet-maj. H C Elphinstone, C.B, Bengal Engineers, to Dec. 26, 1856; Capt. and Brevet-Maj. A Leahy, Royal Engineers, to Dec. 3, 1857.

The undermentioned officers, having completed the qualifying service with the rank of lieut.-col., to be cols., under the provisions of the Royal Warrant of 3rd Feb., 1866:—Lieut.-Colonel D'Oyly T Compton, Bombay Staff Corps (since deceased); Dec. 21, 1866. Lieut.-Col. T Thompson, Madras Staff Corps; Jan. 17. Lieut.-Col. S J K Whitehill, Bombay Staff Corps; Jan. 17. Lieut.-Col. J T Barr, Bombay Staff Corps; Jan. 17. Lieut.-Col. C P Rigby, Bombay Staff Corps (since retired); Jan. 18. Lieut.-Col. G A Leckie, Bombay Staff Corps; Feb. 7. Lieut.-Col. S F C Annesley, 10th Foot; March 3. Lieut.-Col. E W Boudier, Madras Staff Corps; March 8. Lieut.-Col. S Richards, Bengal Staff Corps; March 8. Lieut.-Col. A B Hankey, 83rd Foot; July 29. Lieut.-Col. T Raikes, 102nd Foot; July 30; Lieut.-Col. R Patton, 107th Foot; July 30.

The undermentioned promotions to take place in her Majesty's Indian Military Forces consequent on the death of Lieut.-Gen. J Eckford, C.B., Bengal Infantry, on July 3; Lieut.-Gen. B R Hitchins, Madras Infantry, on July 13; and Maj.-Gen. G H Swinley, Royal (late Bengal) Artillery, on May 31.

To be lieut.-gens.: Maj.-Gen. T B Forster, Madras Infantry; July 3. Maj.-Gen. F F Whinyates, Royal (Madras) Artillery; July 14.

To be maj.-gens.: Col. J Brind, C.B., Royal (Bengal) Artillery; June 1. Col. W B Wemyss, Bengal Cavalry; July 3. Col. R R Kinleside, Royal (Bengal) Artillery; July 14,

The undermentioned officers, who have retired upon full pay, to have a step of honorary rank, as follows:—

To be maj.-gens: Col. Sir R Wallace, K.C.S.L., Bombay Staff Corps; Aug. 21. Col. C P Rigby, Bombay Staff Corps; Aug. 21.

To be cols: Lieut.-Col. C F Grant, Bombay Infantry; Aug. 21. Lieut.-Col. H Drury, Madras Staff Corps; Aug. 21 Lieut.-Col. N C Boswell, Bengal Infantry; Aug. 21. Lieut.-Col. P Drummond, Bengal Infantry; Aug. 21. Lieut. Col. A S O Donaldson, Bengal Infantry; Aug. 21. To be lieut.-cols.: Maj. G Atkinson, Madras Infantry; Aug. 21. Maj. S Douglas, Bengal Infantry; Aug. 21.

To be Inspectors-General of Hospitals: Deputy Ins.-Gen. of Hospitals J Anderson, M.D., Bengal Establishment; Aug. 21. Deputy Ins.-Gen. of Hospitals A H Cheke, Bengal Establishment; Aug. 21. Deputy Ins.-Gen. of Hospitals J Bowhill, C.B., Bengal Establishment; Aug. 21. Deputy Ins.-Gen. of Hospitals J Wilkie, M.D., Bengal Establishment; Aug. 21. Deputy Ins.-Gen. of Hospitals W G Prichard, M.D., Madras Establishment; Aug. 21.

To be Deputy Ins.-Gen. of Hospitals: Surg. Maj. J C Burton, M.D., Madras Establishment, Aug. 21.

THE MILITIA GAZETTE.

War Office, Pall Mall, Aug. 20.

MEMORANDUM.

Her Majesty has been pleased to approve of the Ross, Caithness, Sutherland, and Cromarty Militia bearing the title of "The Highland Rifle Militia;" July 30.

War Office, Pall Mall, Aug. 23.

COMMISSIONS SIGNED BY LORDS-LIEUTENANT.

North Somerset Regiment of Yeomanry Cavalry—R S Allen,

Esq., to be capt., vice Murchison, resigned; Aug. 19.

5th Regiment of West York Militia—J J Harrison, Esq., to be maj., vice Sole, who retires, with leave to retain his rank and wear his uniform; Aug 15.

Hussar (Prince of Wales' Own) Regiment of Yorkshire West Riding Yeomanry Cavalry—Cor. W Ingilby to be lieut., vice H F C Vyner, resigned; July 27. Cor. A Fairbairn to be lieut., vice Consett, resigned; July 27. H Ullick, Viscount Lascelles, Grenadier Guards, to be cor., vice Ingilby, promoted; July 27.

West Kent Light Infantry Militia—T H Howe, gent, to be lieut., vice West, deceased; Aug. 15.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALL MALL, Aug. 20.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

2nd Glamorganshire Artillery Volunteer Corps—J Young, gent., to be first lieut., Aug. 6.

1st Shropshire Rifle Volunteer Corps—H N Edwards to be hon. assist.-surg., Aug. 12.

WAR OFFICE, PALL MALL, Aug. 23.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

2nd Wigtownshire Artillery Volunteer Corps—Lieut. J McClew to be capt., vice Wauchope, resigned; Aug. 14. W McNeil, gent., to be first lieut., vice McClew, promoted; Aug. 14. H Eaglesome, gent., to be sec. lieut.; Aug. 14.

1st West Riding of Yorkshire Artillery Volunteer Corps—F W Lawson to be first lieut., vice Hill, resigned; Aug. 2.

2nd West Riding of Yorkshire Artillery Volunteer Corps—Sec. Lieut. F D Hutton to be first lieut., Aug. 6. F G Hodgson to be sec. lieut., vice Margerison resigned; Aug. 6.

4th West Riding of Yorkshire Artillery Volunteer Corps—G S Taylor to be surg., vice Allanson, deceased; Aug. 16.

5th West Riding of Yorkshire Artillery Volunteer Corps—First Lieut. S Pollard to be capt., vice Johnson, resigned; Aug. 6. Sec. Lieut. H Farrar to be first lieut., vice Pollard, promoted; Aug. 6. W C Glover to be sec. lieut., vice Farrar, promoted; Aug. 6.

34th West Riding of Yorkshire Rifle Volunteer Corps—J Lockwood to be hon. assist.-surg.; July 30.

36th West Riding of Yorkshire Rifle Volunteer Corps—T W Badger to be ens., vice Oxley, resigned; July 24.

6th Cinque Ports Artillery Volunteer Corps — Sec. Lieut. H Crump to be first lieut., vice Mertens, resigned; July 8. T N Talfourd, Esq., to be sec. lieut.; vice Crump. promoted; July 8.

7th Cinque Ports Rifle Volunteer Corps—G B Solly, Esq., to be lieut.; Aug. 17.

1st Administrative Battalion of Lincolnshire Rifle Volunteers—Capt. G C Uppleby to be maj.; Aug. 14.

2nd Administrative Battalion of Lincolnshire Rifle Volunteers—Capt. J H L Wingfield to be maj., vice Hopkins, resigned; Aug. 14.

11th Worcestershire Rifle Volunteer Corps—Ens. E R C Hays to be lieut., vice Mason deceased; Aug. 16. W T Fernie to be ens. vice Hays, promoted; Aug. 16.

THE MILITIA GAZETTE.

WAR OFFICE, PALL MALL, Aug. 27.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the commissions held by Capts. A A Tweedale and J W S Witham in the 5th Regiment of Royal Lancashire Militia; Aug. 15.

WAR OFFICE, PALL MALL, Aug. 30.

COMMISSION SIGNED BY LORD LIEUTENANT.

1st Durham Regiment of Militia—R Hugginson, gent., to be lieut., vice Potts, resigned; Aug. 8.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALL MALL, Aug. 27.

COMMISSIONS SIGNED BY LORDS-LIEUTENANT.

7th Argyleshire Rifle Volunteer

Corps—J Begg to be ens, vice Hunter, promoted; Aug. 17.

2nd Buteshire Artillery Volunteer Corps—A H Ewing, Esq., to be first lieut.; Aug. 15.

1st Administrative Brigade of Caithness-shire Artillery Volunteers—James, Earl of Caithness, to be hon. col.; Aug. 21. J Smith, Esq., to be maj., vice D Smith, resigned; Aug. 21. T H Rutherford, M.D., to be assist.-surg., vice Mitchell, resigned; Aug. 21. The Rev. J Macpherson to be hon. chap.; Aug. 21.

16th Hants Rifle Volunteer Corps—Lieut. W Benson to be capt., vice Marx, resigned; Aug. 22.

1st Kent Artillery Volunteer Corps—W J Spooner to be sec. lieut., vice Leith, promoted; Aug. 16. W Dudgeon to be sec. lieut., vice Hall, promoted; Aug. 16.

2nd Administrative Brigade of Lancashire Artillery Volunteers—R Aderson, Esq., to be maj., vice Wilson, resigned; Aug. 14.

12th Lancashire Artillery Volunteer Corps—Capt. C B Paris to be maj.; Aug. 13.

47th Lancashire Artillery Volunteer Corps—W C Brown, gent., to be ens., vice Morris, resigned; Aug. 9.

MEMORANDA.

Her Majesty has been pleased to approve of Capt. H Bannister bearing the title of Capt.-Com. of the 7th Lancashire Rifle Volunteer Corps.

Adjt. H W Feilden, of the 8th Administrative Battalion of Lancashire Rifle Volunteers, to serve with the rank of capt.; Aug. 13.

War Office Pall Mall, Aug. 30.

QUEEN'S COMMISSION.

1st Administrative Battalion of Brecon Rifle Volunteers—W C Braddon, late Lieut. 75th Foot, to be adjt., from July 11, 1867.

2nd Lancashire Engineer Volunteer Corps—P Curry, gent., to be adjt., from May 15, 1867; May 15.

1st Newcastle-upon-Tyne Artillery Volunteer Corps—W H Browne, gent., to be assist.-surg., vice Grigor, resigned; Aug. 20. E Glynn, gent., to be hon. assist. surg.; Aug. 21.

COMMISSIONS SIGNED BY LORDS-LIEUTENANT.

1st Newcastle-upon-Tyne Rifle Volunteer Corps—Ens. J H Bentham to be lieut., vice Cumming, resigned; July 25. Ens J W Ward to be lieut., vice Jobling, resigned; July 25. W Mills, gent., to be ens., vice Bentham, promoted; July 25. J G Hicks, gent., to be ens., vice Green, resigned; July 25. J Taylor, gent, to be ens., vice Ward, promoted; July 25.

13th Dumbartonshire Rifle Volunteer Corps—H Kirkwood, gent., to be capt.; Aug. 23. A Ross, gent., to be lieut.; Aug. 23. J Granger, gent., to be ens.; Aug. 23; P F Robertson, M.D., to be hon. assist.-surg.; Aug. 23. The Rev. R Bell to be hon. chap.; Aug. 23.

7th Cornwall Artillery Volunteer Corps—Sec. Lieut. W S Slade to be first lieut., vice Smith, resigned; July 10. J W T Butson to be sec. lieut., vice Slade, promoted; July 10.

10th Cornwall Artillery Volunteer Corps—Sec. Lieut. H Hodge to be first lieut., vice Roberts, resigned; Aug. 3. S Higgs, jun., to be sec. lieut., vice Hodge, promoted; Aug. 3.

12th Cornwall Artillery Volunteer Corps—R E M Millett to be sec. lieut., vice Laity, resigned; July 10.

1st Administrative Battalion of Cornwall Rifle Volunteers—T P Taycke to be maj., vice Bickford, resigned; July 10.

6th Cornwall Rifle Volunteer Corps—R H Clay to be ens., vice Cowlard, resigned; July 6.

12th Cornwall Rifle Volunteer Corps—A P Nix to be ens., vice Paul, promoted; July 25.

6th Durham Rifle Volunteer Corps—F D Jones to be hon. assist.-surg., Aug. 8.

1st Huntingdonshire Light Horse Volunteer Corps—The Rev.

C H Crosse to be hon. chap., vice Taylor, resigned; Aug. 22.

3rd Peeblesshire Rifle Volunteer Corps—Ens. G Ballantyne to be capt.; Aug. 24. H Ballantyne to be lieut., vice R Gill, jun., resigned; Aug. 24. C Euman to be ens., vice G Ballantyne, promoted; Aug. 24.

THE ARMY GAZETTE.

[Where not otherwise specified the following commissions bear the current date,]

War Office, Pall Mall, Sep. 3.

6th Regiment of Dragoon Guards—W C L Farrer, gent., to be cor. by purchase, vice J McGregor Hadden, who has retired; Sep. 4.

Royal Artillery—Lieut.-Col. and Brevet-Col. C V Cox to be col., vice J Brind, C.B., removed as a General Officer; June 1. Lieut.-Col. and Brevet-Col. C H Dickens, from the Seconded List, to be col., vice R R Kinleside, removed as a General Officer; July 14. Capt. and Brevet-Maj. J R Sladen to be lieut.-col., vice Brevet-Col. Cox; June 1. Second Capt. T Nicholl, on the Seconded List, to be capt.; June 1. Second Capt. E Tierney, on the seconded List, to be capt; June 1. Second Capt. A H Lindsay to be capt., vice Brevet-Maj. Sladen; June 1. Lieut. J A Tillard to be second capt., vice Lindsay; June 1. Capt. C S Dundas to be lieut.-col., vice Lieut.-Col. and Brevet-Col. C H Blunt, C.B., who retires upon full pay; Aug. 12. Second Capt. and Brev. Maj. F R Butt to be capt., vice Dundas; Aug. 19. Lieut. J A Low to be second capt., vice Butt; Aug. 19. Surg. T C O'Leary, M.B., having completed twenty years' full pay service, to be surg.-maj.; Aug. 6. Staff Assist. Surg. J R Greenhill to be assist. surg., vice H R L Veale, M.D., appointed to the Staff; Sep. 4.

Royal Engineers—The temporary commissions as Lieut. of the undermentioned officers to be made permanent, viz:—R Coates, Oct. 18, 1864; O Chadwick, Oct. 28, 1864; W J Gill, Nov. 11, 1864; G W Tisdall, Nov. 11, 1864. The Christian name of Col. McCausland is Conolly, not Connolly, as stated in the *Gazette* of the 5th July last. The second Christian name of Capt. Maunsell is Richardson, not Richard, as stated in the *Gazette* of the 14th May.

Military Train—Lieut. W G Gard, from the 87th Foot, to be lieut., vice Phibbs, who exchanges; Sep. 4.

Scots Fusilier Guards—Ens. and Lieut. C H Hall to be lieut. and capt. by purchase, vice A A Speirs, who retires; Sep. 4. B H J Scott, gent., to be ens. and lieut. by purchase, vice Hall; Sep. 4.

3rd Regiment of Foot—H C B Farrant, gent., to be ens. by purchase, vice E J Lynch, promoted; Sep. 4.

8th Foot—Capt. E Lewis, from the 21st Foot, to be capt., vice Bridge, who exchanges; Sep. 4.

13th Foot—Ens. J G Westaway to be lieut., without purchase, vice W F Middleton, deceased; Aug. 18.

14th Foot—W J Carden, Esq., late Capt. 77th Foot, to be paymaster, vice Hon. Maj. Macdonnell, transferred to the 88th Foot; Sep. 4.

16th Foot—Ens. A J Darby to be lieut., by purchase, vice A P Powys, who retires; Sep. 4. H C Bond, gent., to be ens. by purchase, vice Darby; Sep. 4.

21st Foot—Capt. W A Bridge, from the 8th Foot, to be capt., vice Lewis, who exchanges; Sep. 4.

23rd Foot—Ens. E A Craddock has been superseded for being absent without leave; Sep. 4.

24th Foot—Staff Surg. W F Cullen to be surg., vice F T Abbott, appointed to the Staff; Sep. 4.

26th Foot—Lieut. L A Gregson to be capt., by purchase, vice E J Upton, who retires; Sep. 4. Ens. C W Hemphill to be lieut., by purchase, vice Gregson; Sep. 4.

31st Foot—Capt. D Miller, from half pay, late Royal Canadian Rifle Regiment—to be capt., vice Brevet Maj. J B Lind, who retires upon

temporary half pay; Sep. 4. Lieut. H P Deane to be capt., by purchase, vice D Miller, who retires; Sep. 4. Ens. F H Yates to be lieut., by purchase, vice Deane; Sep. 4.

32nd Foot—Ens. W H Iremonger to be lieut., by purchase, vice the Hon. J B Ogilvy, who retires; Aug. 21. H Trevelyan, gent., to be ens., by purchase, vice Iremonger; Aug. 21.

35th Foot—Capt. and Brevet Maj. A Tisdall to be maj., without purchase, vice C Armstrong, who retires upon half pay; Sep. 4.

49th Foot—Lieut. E L Stehelin, from the 94th Foot, to be lieut., vice Fisher, who exchanges; June 24.

51st Foot—Capt. J F Trydell, from the Ceylon Rifle Regiment, to be capt., vice Chambers, who exchanges; Sep. 4.

58th Staff Assist.-Surg. G Fearon to be assist.-surg., vice Bailey, appointed to the Staff; Sep. 4.

59th Foot—J T A Drought, gent., to be ens., by purchase, vice Morgan, promoted; Sep. 4. L C Wheeler, gent., to be ens, by purchase, vice Elias, promoted; Sept. 5. T G W Tobin, gent., to be ens., by purchase, vice Lawlor, promoted; Sep. 6.

60th Foot—The names of the gentleman appointed to an Ensigncy, by purchase, on Aug. 8, are F B F Dickenson, and not as previously stated.

70th Foot—Staff Surg.-Maj. V Webb to be surg., vice D C Wodsworth, appointed to the Staff; Sep. 4.

75th Foot—Ens. J McMillan, from the 80th Foot., to be lieut., by purchase, vice A J Buckle, who retires; Sep. 4.

80th Foot—C G T Rooke, from the 109th Foot, to be capt., vice Sullivan, who exchanges; Sep. 4.

86th Foot—Lieut. G E Earle, from the 73rd Foot, to be paymaster, vice N H B Vardon, who resigned from April 4; Sep. 4.

87th Foot—Lieut. G Phibbs, from the Military Train, to be lieut., vice Gard, who exchanges; *Sep. 4.*

88th Foot—Paymaster, with the hon. rank of Maj, W Macdonnell, from the 14th Foot, to be paymaster, vice Hon. Capt. M J Cunningham, cashiered by sentence of a General Court Martial; Sep. 4.

91st Foot—Lieut. C Ware to be inst. of musketry, vice Lieut. Harvey, who has resigned the appointment; June 26.

94th Foot—Lieut. W J Fisher, from the 49th Foot, to be lieut., vice Stehelin, who exchanges; June 24. Lieut. H W Melliss to be instructor of musketry, vice Lieut. Stehelin, who has resigned the appointment; June 7.

95th Foot—Ens. C E Wheeler to be lieut., without purchase, vice J F Jordan, deceased; April 18.

103rd Foot—Lieut. F Reeves to be capt., vice Acmistead, whose promotion on June 3 has been cancelled; June 3.

107th Foot—Lieut. M McNeill Rind to be capt., vice W Owen, deceased; Aug. 11. Ens. E Wardroper to be lieut., vice Rind; Aug. 11.

108th Foot—Lieut. J E Wetherall to be capt., vice St. G Caulfield, a probationer for the Staff Corps in India, Sep. 4. Ens. F E Shepherd to be lieut., vice Wetherall; Sep. 4. Ens. C B Cook to be lieut., vice W S Arbuthnot, who retires; Sep. 4. Ens. V L Mathias to be lieut., vice Cooke, a probationer for the Staff Corps in India; Sep. 4.

109th Foot—Capt. G Sullivan, from the 80th Foot, to be capt., vice Rooke, who exchanges; Sep. 4.

2nd West India Regiment—Capt. F Haviland, from half pay unattached, to be capt., vice W Crozier, deceased; July 7. Lieut. E M'Mahon Forbes to be capt., without purchase, vice F Haviland who retires upon full pay; July 7. Ens. J Moxon to be lieut., without purchase, vice Forbes; July 7.

3rd West India Regiment—Quartermaster P Sheran, from the

80th Foot, to be paymaster, vice Murphy, transferred to the 35th Foot; Sep. 4.

Ceylon Rifle Regiment—Capt. H Chambers, from the 51st Foot, to be capt., vice Trydell, who exchanges; Sep. 4.

DEPOT BATTALION.

Capt. W K Leet, 13th Foot, to be inst. of musketry, vice Capt. Kekewich, who has joined the 5th Foot; Aug. 1.

ROYAL MILITARY ACADEMY, WOOLWICH.

Lieut. A J Lavie, of the Royal (Madras) Artillery, to be lieut. of a Company of Gent. Cadets, vice Tillard, promoted in the Royal Artillery; June 1.

ROYAL MILITARY COLLEGE.

For Surg.-Maj. Alexander Maclean, half pay, &c., which appeared in the *Gazette* of the 6th Aug., 1867, read Surg.-Maj. Andrew Maclean, M.D., half pay, &c.

STAFF.

Major and Brevet Lieut.-Col. J H Cox, half pay, late 75th Foot, to be Fort maj. at Edinburgh, vice Capt. and Brevet Maj. the Hon. L W Milles, appointed Sub-division Officer of a Recruiting District; Sep. 4.

COMMISSARIAT DEPARTMENT.

Assist. Com.-Gen. R Booth, from half pay, to be assist.-com.-gen., vice Travers, deceased; Sep. 4.

MEDICAL DEPARTMENT.

Deputy Ins.-Gen. of hospitals J Paynter to be ins.-gen. of hospitals vice A Anderson, M.D., C.B., who retires upon half pay; Sep. 4.

Surg. F T Abbott, from the 24th Foot, to be staff-surg., vice W F Cullen, appointed to the 24th Foot; Sep. 4.

Surg. D C Wodsworth, from the 70th Foot, to be staff surg., vice Staff Surg.-Maj. V Webb, appointed to 70th Foot: Sep. 4.

Assist.-Surg. H J Bailey, from the 58th Foot, to be staff assist. surg., vice D Stranaghan, M.D., deceased; Sep. 4.

BREVET.

Brevet-Col. J S Brownrigg, C.B., Lieut.-Col. half pay, unattached, to have the temporary rank of brig.-gen. while serving in com mand of a Brigade; Sep. 4.

Capt. and Brevet Lieut.-Col. J A Ballard, C.B., Royal (Bombay) Engineers, having completed the qualifying service in the rank of lieut.-col., to be col., under the provisions of the Royal Warrant of Feb. 3, 1866; Dec. 7.

Maj. S P Jarvis, half pay, late 82nd Foot, to have the local rank of lieut.-col. while serving as assist. adjt.-gen. of Militia in Canada; Sep. 4.

Lieut.-Col. and Brevet-Col. C H Blunt, C.B., on the retired full pay list, Royal (Bengal) Artillery, to be maj.-gen., the rank being hon. only; Aug. 19.

Capt. F Haviland, retired upon full pay, late 2nd West India Regiment, to have the hon. rank of maj.; July 7.

Paymaster, with the hon. rank of capt., J A Kysh, 91st Foot, to have the hon. rank of maj.; July 6.

Paymaster H Montanaro, Royal Malta Fencible Artillery, to have the hon. rank of capt.; July 29.

Capt. and Brevet-Major H C Elphinstone, C.B., should have been described as of the Royal (not Bengal) Engineers in the *Gazette* of Aug. 20.

INDIA OFFICE, 4th Sep., 1867.

Her Majesty has been pleased to approve of the following admissions to the Staff Corps made by the Governments in India.

BENGAL STAFF CORPS.

To be Lieut.-Colonels: Lieut.-Col. (Brevet Col.) R N Raiks, in.; Sep. 12, 1866. Lieut.-Col. (Brevet Col.) C Patterson, infantry; Sep. 12, 1866. Lieut.-Colonel (Brevet Col.) P W Luard, infantry; Sep. 12, 1866. Lieut.-Colonel (Brevet Col.) J Hennessy, infantry; Sep. 12, 1866. Lieut.-Col. (Major Gen) J Christie, cavalry; Sep. 12, 1866. Major (Brevet Lieut.-Col.) H L Robertson, late 65th N. I.; Sep. 19, 1866.

To be Major: Capt. (Brev. Maj.) F C Innes, late 60th N. I.; Sep. 12, 1866.

To be Captains: Capt. J Reay, late 63rd N. I.; Sep. 12, 1866. Captain J G S Matheson, late 2nd European Infantry; Sep. 12, 1866. Captain H McDonell De Wendt Douglas, late 67th N. I.; Sep. 12, 1866. Lieut. (Brevet Capt.) F H Inglefield, late 38th F. I; Sep. 12, 1866. Lieut. (Brevet Capt.) J Stevenson, late 33rd N. I.; Sep. 12, 1866.

To be Lieutenants: Lieut. H G Saunders, late 3rd European Reg.; Jan. 21, 1857. Lieut A B Edgell Thomas, late 4th European Reg.; March 20, 1857. Lieut. H Arthur Lewes, late 20th N. I.; May 10, 1857. Lieut. W. Vesey F Jacob, late 6th European Regiment; June 4, 1857. Lieut. J B Chatterton, late 41st N. I.; June 7, 1857. Lieut. J M Glubb, late 38th N. I.; June 10, 1857. Lieut. R E Boyle, late 46th N. I.; July 14, 1857. Lieut. C H Palmer, late 55th N. I.; August 27, 1858. Lieut. J Henry Baldwin, late 68th N. I.; Sep. 3, 1859. Lieut. G P Cumming, late 4th European Regiment; Nov. 6, 1859. Lieut. C S Pratt, Late 54th N. I.; May 27, 1860. Lieut. A J Wallace, late 60th N. I.; Jan. 8th 1861. Lieut. J W A Mitchell, late 37th N. I.; Jan. 25, 1861. Lieut. G Logan, late 4th European Reg.; Sep. 12, 1866.

MADRAS STAFF CORPS.

To be Lieut.-Colonels: (Brevet Col.) M C Spottiswoode, infantry; Sep. 12, 1866. Lieut.-Col. (Brev. Col.) G G MacDonell, infantry; Sep. 12, 1866. Major (Brev. Lieut.-Col.) R G Jones, 2nd Light Cavl.; Sep. 12, 1866.

To be Majors: Captain (Brevet Major) W H Cuming, 1st N. I.; Sep. 12, 1866. Captain (Brevet Major) G W Whitehead, 23rd N. I.; Sep. 12, 1866. Captain (Brev. Major) W Napperpace; Sep. 12, 1866.

To be Captains: Captain Frank Horsley, late 6th Light Cavalry; Sep. 12, 1866. Lieut. (Brev. Capt.) F J H Burnes, 33rd N. I.; Sep. 12, 1866. Lieut. (Brevet Capt.) *H St. Maur Wynch*, 31st N. I.; *Sep. 12, 1866.*

To be Lieutenants: Lieut. John Godson, late 52nd N. I.; Nov. 23, 1856. Lieut. R W Hesketh, 8th N. I.; Feb. 2, 1860. Lieut. F H Vanderzee, 34th N. I.; Feb. 18, 1860. Lieut. E S Ludlow, 25th N. I.; Sep. 1, 1860. Lieut. K F Stevenson, late 43rd N. I.; Oct. 1 1861. Lieut. E J Wynch, late 47th N. I.; Nov. 14, 1861. The admisssions of Lieuts. Stevenson and Wynch. in the rank of Capt., as announced in the *Gazette* of the 1st March, 1867, are hereby cancelled.

India Office, Sep. 4, 1867.

Her Majesty has been pleased to approve of the following promotions amongst the officers of the Staff Corps, and of her Majesty's Indian Military Forces, made by the Governments in India:—

BREVET.

Captain G C Lloyd, Bengal Infantry, to be major, in succession to Major-General G Macan, Bombay Infantry, deceased: Nov. 13, 1866.

Major J A Steele, Bengal Staff Corps, to be lieut.-col., Captain H D Battye, Bengal Staff Corps, to be major, in succession to Gen. E Frederick, C.B., Bombay Infantry, deceased; December 16, 1866.

Major H Forbes, Bengal Staff Corps, to be lieut.-col., Captain H L Millett, Bengal Staff Corps, to be major, in succession to Gen. C Herbert, C.B., Madras Infantry, deceased; Jan. 18.

Major J I Murray, Bengal Staff Corps, to be lieut.-col., Captain (local Major), C S Dundas, Royal (Bengal) Artillery, to be major, in succession to Major-Gen. T A A Munsey, Madras Cavalry, deceased; Jan. 24.

Lieut.-Colonel J F Richardson, C.B., Bengal Staff Corps, and Major G Carleton, Royal (Madras) Artillery, will rank from Oct. 29, 1866, in succession to Sir G St. P. Lawrence, retired.

Lieut.-Col. H H A Wood, Bombay Staff Corps, and Major E W Dance, Royal (Madras) Artillery, will rank from November 4, 1866, in succession to Gen. W D Robert-

son, Bombay Infantry, deceased.

Lieut-Col. W Scott, Bombay Staff Corps, and Major Richard S Simonds, Bengal Staff Corps, will take rank from Nov. 6, 1866, in succession to General W Gilbert, Gilbert, Bombay Infantry, deceased.

Lieut.-Col. W Murray, Madras Staff Corps, will rank from Nov. 13, 1866, in succession to Major-Gen. G Macan, Bombay Infantry.

MADRAS ARMY.

Captain E G Ingram, 24th N. I., to be major; March 17, 1866,

SUBSTANTIVE PROMOTIONS.

BENGAL STAFF CORPS.

To be Lieutenant-Colonels: Maj. G M'Andrew; March 8. Major J L Nation; March 8. Major J C Curtis; March 17. Major F H Smith; April 2. Major (Brevet Lieut.-Col.) C C G Ross; April 4. Major (Brevet Lieut.-Col.) J F Richardson, C.B.; April 21. Maj. H T Bartlett; April 21.

To be Majors: Captain E H Woodcock; March 1. Capt. G J D Hay; March 20. Capt. G G Cunliffe; March 20. Capt. A R Bayley; April 2.

To be Captains: Lieut. R E Boyle; Dec. 10, 1866. Lieut. J M Glubb; Dec. 20, 1866. Lieut. A B E Thomas; Feb. 4. Lieut. A J C Birch; March 2. Lieut. G A Way; March 5. Lieut. F H Conolly; March 17, Lieut. C A Munro; March 17. Lieut. G L Keir; March 17. Lieut. R Francis J N M'Kenzie; March 17. Lieut. O R Newmarch; March 17. Lieut. F W Boileau; March 20. Lieut. M Ramsay; March 20. Lieut. R C Modney: March 20. Lieut. C R Matthews; March 20. Lieut. H C C E Ward; April 20. Lieut. C Shuttleworth; April 23.

BENGAL ARMY.

Infantry: Major (Brevet Lieut.-Col.) J W Saunders, from late 41st N. I., to be lieut.-col., in succession to Stafford (Staff Corps), removed from list of Lieut.-Cols; Sep. 12, 1866.

Late 37th Native Infantry—Lieut. J M Stewart to be captain, in succession to Unwin, Staff Corps removed from list of Lieut.-Cols.; September 12, 1866.

Late 35th Native Infantry—Lieut. (Brevet-Captain) F August Buckley to be capt., in succession to Tytler, promoted to Major-Gen.; Oct. 27, 1866.

MEDICAL OFFICERS.

To be Surgeon-Major: Surg. J White, M.D.; March 9.

To be Surgeons: Assist.-Surg. A K Reed: Feb. 28. Assistant-Surg. K Poole, M.D.; March 14. Assist.-Surg. A Garden, M.D.; March 21.

MADRAS STAFF CORPS.

To be Lieut.-Cols.: Major. J P Watts; March 30. Major James Orr; May 2.

To be Majors: Captain G Bligh Bowen; March 17. Capt. P P L Stafford; March 20.

To be Captains: Lieut. W M Dickenson; March 15. Lieut. T K Guthrie; March 17. Lieut. C McInroy; March 17. Lieut. A O'Halloran Clay; March 20. Lieut. T H B Brooke; April 4. Lieut. J MacDonald Smith; April 20. Lieut. E H Prother; April 20.

MADRAS ARMY.

Infantry—Major (Brevet Lieut.-Col.) W R Broome, from 49th N. I., to be lieut.-col., vice London, removed from list of Lieut.-cols.; Sep. 12, 1866. Major (Brevet Lieut.-Col.) E L Grant, from 1st Fusiliers, to be lieut,-col., vice Curtis, removed from list of Lieut.-Cols.; Sep. 26, 1866. Major (Brev. Lieut.-Col.) A W Drayner, from 43rd N. I., to be lieut.-col., in succession to Gillilan, removed from list of Lieut.-Cols. Feb. 12.

35th Native Infantry—Captain (Brevet Major) C E Tayler to be major, in succession to Howlett, removed from list of Lieut.-Cols.; Sep. 12, 1866.

43rd Native Infantry—Lieut. F G Rideout to be capt., in succession to Gillilan, removed from list of Lieutenant-Colonels; Feb. 12, 1866.

ALTERATIONS OF RANK.

Infantry—Lieut. Col. F Charles Barber will rank from Sep. 12, 1866.

29th Native Infantry—Capt. R Brown will rank from Sep. 12, 1866.

BOMBAY STAFF CORPS.

To be Captains: Lieut. S A Smith; April 19. Lieut. A M Phillips; June 8. Lieut. J Jacob; June 8. Lieut. H T Hebbert; June 9.

BOMBAY ARMY.

Infantry—To be Colonel: Lieut. Col. (Major Gen.) J Liddell, C.B.; March 11.

The names of the undermentioned officers should be as under, and not as stated in the *Gazettes* mentioned:—Feb. 24, 1863. Lieut. (Brevet Captain) Henry M Eliott. March 4 1865, Lieut. C Nisbet Hodgson; Ensign H B Hanna; Ensign C A Cuningham. Nov. 13, 1866, Lieut. G Reynell Gibbs. March 1, 1867, Captain (Brevet Major) N F Rayly; Capt. (Brevet Major) J R Boswall; Capt. (Brev. Major) W J Jones; Lieut. George Chrystie. April 2, 1867, Major W R Lambert.

The dates of the commissions of the undermentioned officers should be as now stated, and not as given in the *Gazettes* of April 29, 1862, and March 4, 1864:—Lieut. C N Hodgson, from August 26, 1860; Lieut. F Sandwith, from June 19, 1860; Lieut. H Doveton, from Dec. 10, 1858.

India Office, Sep. 4, 1867.

Her Majesty has been pleased to approve of the following appointments to her Majesty's Indian Medical Service:—

MADRAS.

To be Assistant Surgeons: W Macrae, M.B.; April 1. Henry Summerhayes; April 1. R Aldren, M.B.: April 1. T J McGann; April 1. J Hutton Ritchie, M.D.: April 1. J Smith; April 1. D A Kerr, M.B.; April 1. A L Hockett; *April 1. H J Hazlett*; April 1. D R Thompson, A McClorg, M.B.; April 1.

BOMBAY.

To be Assistant-Surgeons: G A Maconachie, M.B.; April 1. G Bainbridge; April 1. J Arnott, M.D.; April 1. R H Batty; April 1. W F Knapp; April 1. A J Leggatt; April 1. H De Tatham; April 1. J Shillito, M.D.; April 1. J McAlister, M.B.; April 1. J R C Lowry, M.B.; April 1. D B Long; April 1. S B Haliday; April 1. B Keelan; April 1.

THE MILITIA GAZETTE.

War Office, Pall Mall, Sep. 9.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

1st Durham Regiment of Militia—R Colling, gent,, to be lieut, vice Bolan, resigned; Aug. 8. F Ayton, gent., to be lieut., vice Briggs, promoted; Aug. 8.

THE VOLUNTEER GAZETTE.

War Office, Pall Mall, Sep. 3.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

13th Argyleshire Rifle Volunteer Corps—H Cornwall to be capt.; Aug. 31. W Potts to be ensign; Aug. 31. R McIntyre to be ensign; Aug. 31.

5th Lincolnshire Rifle Volunteer Corps—Lieut. J Phillips to be captain, vice Wingfield, promoted; August 28. Ensign W Thompson to be lieut., vice Phillips, promoted; August 29. O Edmonds, gent., to be ensign, vice Thompson, promoted; Aug. 29.

1st Ross-shire Rifle Volunteer Corps—E H M'Kenzie Matheson, gent., to be ensign, vice Forsyth, resigned; August 29.

MEMORANDUM.

Her Majesty has been pleased to approve of R Tennan bearing the title of Captain Commandant of the 13th Argyllshire Rifle Volunteer Corps; August 31.

War Office, Pall Mall, Sep. 9.

QUEEN'S COMMISSION.

1st Administrative Brigade of West Riding of Yorkshire Artillery Volunteers—F Page, gent.,

late Royal Artillery, to be adjt., from May 20.

COMMISSIONS SIGNED BY LORDS LIEUTENANT

7th West Riding of Yorkshire Rifle Volunteer Corps—E Irwin, gent., to be ensign, vice Ramsbotham promoted; May 16.

1st Administrative Battalion of Aberdeenshire Rifle Volunteers—Sir W Forbes, Bart., to be major, vice Farquharson, resigned; Aug. 31.

1st Lanarkshire Artillery Volunteer Corps—First Lieut. George Russell to be captain, vice F W Rait, resigned; Aug. 30. Second Lieut. S Mitchell to be first lieut., vice J King, promoted; Aug. 17. Second Lieut. W L Brown to be first lieut., vice G Russell, promoted; Aug. 30. W M Cunningham to be sec. lieut., vice S Michell, promoted; Aug. 17.

3rd Lanarkshire Rifle Volunteer Corps—Ens. M Wilson to be lieut., vice W B Jardine, resigned; Aug. 26. F J Cruikshanks to be ens., vice M Wilson, promoted; Aug. 26.

15th Lancashire Rifle Volunteer Corps—Lieut. T A Bentley to be capt.: Aug. 17.

3rd Manchester Rifle Volunteer Corps—T H Brocklehurst, gent., to be assist.-surg.; Aug. 20.

MEMORANDUM.

Adjt. P Curry, of the 2nd Lancashire Engineer Volunteer Corps, to serve with the rank of capt.; June 22.

THE ARMY GAZETTE.

[Where not otherwise specified the following commissions bear the current date.]

WAR OFFICE, PALL MALL, Sep. 13.

1st Regiment of Life Guards—E M Dansey, gent., to be cornet and sub-lieut., by purchase. vice J Graham, Marquis of Graham, promoted; Sep. 14.

4th Hussars—Capt. A G M Moore to be maj., without purchase; Sep. 14. Lieut. F Hodgkinson to be capt., without purchase, vice Moore; Sep. 14. Cor. J L Swale to be lieut., without purchase, vice Hodgkinson; Sep. 14. Cor. H A Cherry, from the 4th Dragoon Guards, to be cor., vice Swale; Sep. 14.

8th Hussars—C H Gregg, gent., to be cor., by purchase, vice W T T L Fleetwood, whose appointment on the 6th Oct., 1866, has been cancelled; Sep. 14.

15th Hussars—Cor. R H Rochfort-Boyd to be lieut., by purchase, vice A C Douglas, who retires; Sep. 14.

20th Hussars—The promotion of Vet.-Surg. W Johnson, as first class vet.-surg., to be antedated to the 1st July, 1859.

2nd Regiment of Foot—Lieut. W P O Boulderson, from the 97th Foot, to be lieut., vice Mudge, who exchanges; Sep. 14.

6th Foot—Lieut. C W H Wilson to be capt., by purchase, vice R Bolton, who retires; Sep. 14. Ens. A W Whitworth to be lieut., by purchase, vice Wilson; Sep. 14. E A Ball, gent., to be ens., by purchase, vice Whitworth; Sep. 14.

10th Foot—Ens. H C Hinxman to be lieut., without purchase, vice Carr, promoted; July 20. J J Wedge, gent., to be ens, by purchase, vice E W Austin, who retires; Sep 14.

12th Foot—Ens. E Turner to be lieut., without purchase, vice A Woodward, deceased; July 16. Ens. J S Gibb to be lieut., by purchase, vice Turner, whose promotion by purchase on July 31 has been cancelled; Sep. 14.

15th Foot—Ens. P W Symonds to be lieut., by purchase, vice C T M'Mahon, who retires; Sep. 14. A P Thornton, gent., to be ens., by purchase, vice Symonds; Sep. 14.

16th Foot—Lieut. R L H Curteis to be capt., by purchase, vice R B Stokes, who retires; Sept. 14. Ens. W S Whittuck to be lieut., by purchase, vice Curteis, Sep. 14. W H B Hepburn, gent., to be ens., by purchase, vice Whittuck; Sep. 14.

19th Foot—Ens. A J Paterson to be lieut., without purchase, vice H A Wells, deceased; June 29.

20th Foot—C G Collingwood,

gent., to be ens., by purchase, vice W F Nuthall, transferred to the 63rd Foot; Sep. 14.

26th Foot—J de Witt Jebb, gent., to be ens., by purchase, vice C W Hemphill, promoted; Sep. 14.

28th Foot—Lieut. A L Emerson to be capt., by purchase, vice E O'Neill, who retires; Sep. 14. Ens. H W Maclear to be lieut., by purchase, vice Emerson, Sep. 14. J M Sherrard, gent., to be ens, by purchase, vice Maclear; Sep. 14

29th Foot—Staff Surg. R W Meade to be surg., vice Surg.-Maj. E Moorhead, M.D., appointed to the Staff; Sep. 14.

31st Foot—E Morant, gent., to be ens., by purchase, vice Yates, promoted; Sep. 14.

34th Foot—Ens. H R Noel-Hill, from the 21st Foot, to be ens., vice G C D Bampfield, appointed deputy assist.-super. of stores; Sep. 14.

51st Foot—The first Christian name of Ens. Kennett is Brackley, not Brachley, as previously stated.

75th Foot—Lieut. J O M Vandeleur to be capt., by purchase, vice E Cliff, who retires; Sep. 14. Ens. T C Watson, from the 56th Foot, to be lieut., without purchase, vice Vandeleur; Sep. 14. The date of Lieut. J McMillan's promotion is Sep. 4, and not as stated in the *Gazette* of the 3rd inst.

77th Foot—Lieut. J Wordsworth to be capt., without purchase, vice W Gair, deceased; July 1. Ens. W A Spence to be lieut., without purchase, vice G Cook, deceased; June 19. Ens. H W Mogee to be lieut., without purchase, vice Wordsworth; July 1. Lieut. G A White to be adjt., vice Lieut. G Cook, deceased; June 29.

83rd Foot—Maj. W G D Stewart, from half pay, unnattached, to be maj., vice J Sprot, who retires upon temporary half pay; Sep. 14. Capt. E Meurant to be maj., by purchase, vice W G D Stewart, who retires; Sep. 14. Lieut. J G Scott to be capt., by purchase, vice Meurant; Sep. 14. Ens. B H Metcalfe to be lieut., by purchase, vice Scott; Sep. 14.

84th Foot—Lieut. G E Montagu to be capt., without purchase, vice T Griffin, deceased; July 22. Lt. H B Murray to be capt., by purchase, vice J G Wilson, who retires; Sep. 14. Lieut. E E C Nevile to be capt., by purchase, vice Montagu, whose promotion by purchase on the 14th Aug., has been cancelled; Sep. 14. Ens. G E B Baker to be lieut., without purchase, vice Montagu; July 22. Ens. D T Allcard to be lieut., by purchase, vice Murray, Sep. 4. Ens. G J Smallpiece to be lieut., by purchase, vice Baker, whose promotion by purchase on the 14th Aug. has been cancelled; Sep. 14. W H Wyld, gent., to be ens., by purchase, vice Allcard; Sep. 14. Lieut W H Perrott to be adjt., vice Lieut. G E Montagu, promoted; Sep. 14.

92nd Foot—J A L Montgomery, gent., to be ens., by purchase, vice Carpenter, whose appointment has been cancelled: Sep. 14.

97th Foot—Lieut. A T Mudge, from the 2nd Foot, to be lieut., vice Boulderson, who exchanges; Sep. 14.

102nd Foot—Ens. A Hamilton to be lieut., vice J McMullin, a Probationer for the Staff Corps in India; Sep. 14.

MEDICAL DEPARTMENT.

Surg.-Maj. E Moorhead, M.D., from the 29th Foot, to be staff surg.-maj., vice R W Meade, appointed to the 29th Foot; Sep. 14.

BREVET.

Lieut.-Col. R Boyle, C.B., of the Royal Marine Light Infantry, having completed the qualifying service with the rank of lieut.-col. to be col., under the provisions of the Order in Council of Nov. 15, 1858; June 8

Capt. R K Wilson, retired upon full pay, Royal Marine Light Infantry, to have the hon. rank of maj., under the provisions of the Order in Council of Nov. 15, 1858; Sept. 14.

The date of the promotion of Capt. and Brevet Lieut.-Col. J A

Ballard, C.B., Royal Engineers, to the rank of col., is Dec. 7, 1866, and not as stated in the *Gazette* of the 3rd inst.

MEMORANDUM.

Her Majesty has been most graciously pleased to signify her Royal pleasure to remit so much of the effect of the sentence of summary dismissal of Lord E Vane Tempest, 4th Light Dragoons from the Army, notified in the *London Gazette* of the 17th Oct., 1856, as will allow him to serve her Majesty as a Volunteer in the Artillery Brigade at Seaham, under the command of the Earl Vane; Sept. 14.

THE MILITIA GAZETTE.

WAR OFFICE, PALL MALL, Sep. 10.

COMMISSION SIGNED BY LORD LIEUTENANT.

Derbyshire Yeomanry Cavalry —Capt. J Mann to be adjt., from Aug. 31, vice Mould, deceased.

WAR OFFICE, PALL MALL, Sep. 13.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

Highland Light Infantry or Inverness, Banff, Elgin, and Nairnshire Regiment of Militia—R A Manford, M.D., to be assist.-surg., vice Campbell, deceased; Aug. 24.

Hampshire Artillery Militia—Capt. W Bridges to be maj., vice Massy, deceased; July 30. R H Hobart to be capt., vice Bridges, promoted; July 30. D S Smith to be lieut., vice Staunton, resigned; Sep. 4.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALL MALL, Sep. 10.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

1st Administrative Battalion of Carmarthenshire Rifle Volunteers —J N Morgan, Esq., to be maj., vice Phillips, resigned; Sept. 5.

3rd Carmarthenshire Rifle Volunteer Corps—J Thomas, Esq., to be capt., vice Morgan, resigned; Sep. 5. L Bishop, gent., to be lieut., vice Thomas, promoted; Sep. 5. H G Vaughan, gent., to be ens., vice Bishop, promoted; Sep. 5.

4th Durham Artillery Volunteer Corps—Second Lieut. J T Belk to be first lieut., vice Casebourne, resigned; Aug. 7. T Appleby to be sec. lieut., vice Belk, promoted; Aug. 7.

6th Durham Rifle Volunteer Corps—G Russell to be capt.; Aug. 8.

MEMORANDUM.

Adjt. M M Pohle, of the 2nd Administrative Battalion of Aberdeenshire Rifle Volunteers, to serve with the rank of capt.; Sep. 2.

WAR OFFICE, PALL MALL, Sep. 13.

QUEEN'S COMMISSION.

1st Administrative Brigade of Artillery Volunteers—J Yates, gent., to be adjt., from April 30.

COMMISSIONS SIGNED BY LORDS-LIEUTENANT.

17th Aberdeenshire Rifle Volunteer Corps—W Fergusson, Esq., to be capt., vice Russell, resigned; Sep. 4. D Sivewright to be ens., vice Keith, promoted; Sep. 4.

1st Administrative Brigade of Argyleshire Artillery Volunteers —Maj. D Campbell to be lieut.-col., Sep. 10. A S Finlay to be maj., vice D Campbell, promoted; Sep. 10.

5th Banffshire Artillery Volunteer Corps—A Wilson to be capt., vice Ross, deceased; Aug. 24.

1st Devonshire Rifle Volunteer Corps—H R Courtenay to be capt., vice Hoare, resigned; Aug. 27.

4th Devonshire Rifle Volunteer Corps—J J Langdon to be ens., Aug. 21.

8th Durham Rifle Volunteer Corps—Lieut. R C Clephan to be capt, vice Springman, resigned; Aug. 21. A Christianson to be ens., vice Sopwith, resigned; Aug. 21.

8th Lancashire Artillery Volunteer Corps—First Lieut. S Maples to be capt.; First Lieut. F S Cochrane to be capt; Aug. 26. First Lieut. G R Wilson to be capt; Aug. 26.

4th Administrative Battalion of Lancashire Rifle Volunteers—H Kirkpatrick, gent., to be hon. quartermaster; Aug. 7.

9th Lancashire Rifle Volunteer Corps—Major J F Greenall to be lieut.-col.; Aug. 29. Capt. J R Pickmere to be maj.; Aug. 29. Lieut. J White to be maj.; Aug. 29. Lieut. E Bolton to be capt.; Aug. 29. Ens. T J Cartwright to be lieut.; Aug. 29. Ens. W Robinson to be lieut.; Aug. 29. Ens. W J Cartwright to be lieut.; Aug. 29. G Y Bolton, gent., to be ens.; Aug. 29.

Liverpool Irish Rifle Volunteer Corps—F Walker, gent., to be ens., vice O'Kelly, resigned; Aug. 23.

3rd Middlesex Artillery Volunteers — J G L Stahlschmidt to be hon. quartermaster; July 25.

20th Middlesex Rifle Volunteer Corps — Lieut. C Hopton to be capt., vice Mackenzie, resigned; July 17.

37th Middlesex Rifle Volunteer Corps—The Rev. J M Nisbet to be hon. chap., vice Thorold, resigned; Aug. 2.

40th Middlesex Rifle Volunteer Corps—T Sandeman to be capt., (and to rank in the General Volunteer Service from the date of the Commission which he previously held in the London Scottish Rifle Volunteer Corps); July 30.

3rd Stirlingshire Rifle Volunteer Corps—R Moffat, Esq., to be hon. assist.-surg., vice Girdwood, deceased; Sep. 6.

12th Stirlingshire Rifle Volunteer Corps—D Haig, Esq., to be hon. assist.-surg.; Sep. 6.

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AND

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EXTRACT FROM "THE TIMES," JUNE 8, 1867.

"THE **Archduchess Matilda** has ceased from suffering. The intended mother of the future Kings of Italy, a lady destined to wear a diadem which has not rested on a female brow for centuries, a scion of that branch of the House of Hapsburg-Lorraine in which public and private worth is most conspicuously hereditary, the daughter of the conqueror of Custozza, and grand-daughter of the hero of Aspern and Essling, a princess in her nineteenth year, by all accounts endowed with rare gifts of person, mind, and heart, died, on Thursday last, at 8 o'clock in the morning—**of a lucifer-match**. She inadvertently trod on one which was lying at her feet on the floor as she leant out at the window talking to one of her relatives; her summer-**dress was in a blaze before she was aware of it**, and before anyone could run to her rescue, she sank to the ground in an agony of pain from which only **death released her**."

The above **accident** could not possibly have occurred with **BRYANT AND MAY'S PATENT SAFETY MATCHES, which light only on the Box** in which they are contained, as they may be trodden upon or exposed to any ordinary degree of heat without becoming ignited.

Bryant & May's Patent Safety Matches, which are not poisonous, and light only on the Box, are sold by almost all respectable Grocers, Chemists, Ironmongers, etc., in the United Kingdom.

Without the precaution of observing closely the Address, **BYRANT & MAY**, and their *Trade Mark*—

the Public may be imposed upon with an article that does not afford

PROTECTION FROM FIRE.

THE ABYSSINIAN EXPEDITION.

BY AN INDIAN OFFICER.

From the deck of one of the Old Company's frigates, or a P. and O. steamer, I have often gazed on the lofty mountains of the Red Sea, rising tier above tier, till the more distant ones mingle with the clouds. Even the mountains of the Adriatic, magnificent as they appear when seen from that sea, are dwarfed by a comparison with those giant ranges—some of whose summits tower to the height of seventeen thousand feet above the sea level. In all my speculations on the future of this, in modern times, almost unknown mountainous region, I never dreamt of a British force, in my day, attempting to penetrate it. My idea was, that if it ever became the theatre of British enterprise, the process would be a slow one, similar, in fact, to our gradual conquest of India. First, a settlement on the coast, a thorough subjection of the natives around the settlement, and then a slow extension and feeling of our way inland. But to throw an expeditionary army of ten thousand men from India upon the coast, and march it several hundred miles inland, never came within the range of my imagination. Yet now we are in the full bustle of preparation for carrying out this bold emprise, and we expect to complete it, at railroad speed, in six months!

It is often made the subject of regret, that the study of Physical Geography should be so neglected in this country. But though the admirable lectures of Carl Ritter and Dr. Page may not attract the attention they so well merit, there is one teacher from whom, every now and then, the English public receives a lesson, and that teacher of Physical Geography is *War*. Another lesson on that subject is about to be delivered to the people of this country, and they are on the eve of making the acquaintance of a region in which they have hitherto taken no interest, and with every particular of which they have been in profound ignorance.

My first acquaintance with the shores of the Red Sea was made in 1843, when on the voyage from Suez to Aden, the Honorable Company's frigate 'Cleopatra,' in which the writer was a passenger, ran on a coral reef. It was half an hour before daylight, and the passengers were all asleep in the saloon; for in these days passengers could only be accommodated in the saloon, or more generally on deck, the officers of the ship having the cabins. I awoke with the grating noise of the ship's keel on the reef, and it scarcely needed the sudden stoppage of the steamer to make me aware of what had occurred. Dressing quickly I went on deck. Matters soon wore an ugly look. All efforts to back the vessel off were in vain. Eager enquiries were made of the officers

of the ship as to the possibility of landing, in the event of our being unable to get her off. But the answers were far from reassuring. The Arabs, according to the captain, who had surveyed the coast under Captain Moresby, were hostile to all strangers, and, as the daylight broke, a heavy surf on the shore seemed to threaten any boat with destruction. But even escaping these dangers, there was a scarcity of water to dread; for on this coast the precious element is found only at intervals, and even then it is brackish to the taste. Very blank, indeed, were the visages of some of the passengers as they grouped themselves about one or other of the officers of the ship. A French jeweller, with no end of jewellery and French goods, began to despair of his venture. A Bombay merchant, who expected to pay his passage out to Bombay by taking a large sum of gold on his person, and profiting by the exchange, put on his belt of gold before coming up from the saloon; but, on seeing the surf, feared he would either have to sacrifice it or his life. And before us all, there was the prospect of being taken into captivity by the Arabs and retained in that desolate country until ransomed, perhaps after months of detention. But fortune favoured us. Fast steamers very soon become slow in the Indian seas; and thus it chanced that when the 'Cleopatra' left Suez, well down in the water from her stock of coal, the engineer could not get out of her more than a speed of four or five knots an hour, subsequently increased to about six. Had she been a fast steamer going ten or twelve knots an hour, a hole would have been driven through her bottom, and backing into deep water would only have precipitated our fate. More fortunate still was the fact, which we afterwards became aware of, that it was dead low water when the ship struck, and as the tide rises four feet in the Red Sea, our hopes of getting off were raised. The boats were lowered, and hawsers laid astern. As the tide rose to its highest point, every effort was made to get her afloat. The windlass was rigged and manned, and hauling on the hawsers astern, and backing the paddles were continued for some time without effect. At last, a slight movement of the cable on the windlass, gave token of either the anchor dragging, or the ship being in motion. With a cheer, followed by the sailors favourite song of "Bonnie laddie, hieland laddie!" the sailors excited themselves to redoubled exertions; and slowly but surely the ship slid off the reef, and to the inexpressible relief of every one on board, once more floated freely. But she did not escape scatheless; for sixty feet of her false keel was knocked off, causing a leak which kept the pumps going, and produced no little anxiety till we reached Aden.

This little incident at the opening of my career in the East, the information about the shores of the Red Sea, communicated by the officers of the ship on the passage to Aden, and a detention of three weeks at that Pandemonium, raised in me a greater in-

terest in the African and Arabian coasts than perhaps most of the Indian passengers have felt. At all events, I eagerly perused Sir William Harris' "Highlands of Ethiopia," as soon as I could lay my hands upon the work after my arrival in India; and his description of the march to Ankober, the capital of Shoa, was indelibly impressed on my memory by the graphic account he gives of the terrible sufferings his party endured from the want of water, and the intense heat of the desert through which they had to march.

When I read in the Queen's speech that the Government intended to employ force to effect the liberation of Captain Cameron and his fellow captives, I certainly thought, with Harris's Expedition in mind, that it was little short of madness. But as time has developed the plan of invasion, the utterly impracticable nature of the task disappears. It is not intended to invade Abyssinia by the route which Harris took, and which enters that country in the extreme south. Three hundred miles to the north, another caravan route, from Massowah, presents fewer obstacles, and enters the Abyssinian highlands on the extreme north of the plateau. On this line there is no desert, while on the Tagura route an insuperable obstacle is presented to the march of ten thousand men by a waterless region, extending for a seven days' march from the coast.

Although Harris's route is not the one proposed for the present Expedition, his work is most instructive in giving us an account of the tribes inhabiting that part of Africa. Differing in degree, they are all savages, and are ready to lie, murder, or steal, as opportunity presents itself. Though more civilised to the north, the Expedition will, no doubt, encounter difficulties in their intercourse with the natives. That is to say, the latter will be on the outlook for plunder, and stealing the baggage animals may be anticipated. Harris's embassy started from Aden on the 15th May, 1841, and reached Tagura within twenty-four hours. From Tagura, which is a deep bay on the African coast, nearly opposite Aden, northwards to a point close to Massowah, the coast belt, with a breadth of fifty or sixty miles, is inhabited by a race called Danakil, or Dankali. Under the head of "Amiable Traits of the Danakil," Sir William Harris thus paints their portrait:

"A cross between the African and the Arab, the features of the Bedouin predominate; but the brutality, ignorance, and insolence of the whole set surpasses that of most other savages. The melancholy aspect of the place (Tagura) is but too well calculated to convey to the traveller a foretaste of the sufferings inseparable from a pilgrimage through any portion of the country, denominated Adel; and each barbarian of the entire population of Tagura will be found, on sad experience, to be a type of the Dankali nation. They are bigoted Mahomedans with a rigid observance of externals, and they rise from their devotions well

primed with Moslem intolerance, and are perfectly ready t
and cheat as occasion may offer. The classic costume of the
ports consists of a white cotton robe thrown carelessly over
shoulder in the manner of the old Roman toga; a blue che
kilt reaching to the knees, simply buckled about the waist
leathern belt, which supports a most formidable creese, a
pair of rude undressed sandals to protect the feet of such as
afford the luxury. The plain round buckler, and the b
headed spear, without which few ever cross their threshold,
ders the naturally graceful, and manly figure of almost
individual a subject for the artist's pencil; but the populatio
to a man filthy in the extreme, and the accumulated dirt
their persons and apparel leaves a taint behind that might re
be traced without the intervention of a bloodhound. Rancid
ton fat, an inch thick, frosts a bushy wig trimmed to the s
of a cauliflower, and habouring myriads of vermin. Unde
melting rays of a tropical sun, the grease pours copiously
the skin; and the use of water, except as a beverage, bei
thing absolutely unheard of, a Dankali pollutes the atmos
with an effluvium, which is hardly to be equalled in the pu
of a tallow-chandler's shop. Fops in number are to be se
Tagura, who have called in the aid of moist quick lime to
the conversion of the naturally jet black peruke, to a most
cious foxy red—when judicious frizzing, and the insertion
wooden skewer, used for scratching, completes the resem
to a carriage mop. But this novel process of dyeing, so co
to that employed by civilised beaux, is only in fashion amon
Somauli, who in common with the Danakil dandies, empl
lieu of a down pillow, a small wooden bolster, shaped
crutch, which receives the neck, and during the hours of
preserves the periwig from derangement."

The character of the Danakil seems to have been well-sust
throughout Sir W. Harris's sojourn in the country, and w
the succeeding pages headed with "Foretaste of Danakil
very," "Provoking apathy," "Systematic extortions," "Ra
of the Sultan," "Greediness of his liege subjects," "Na
failing (lying) illustrated," all of which were experienced b
Embassy before it got clear of Tagura.

But bad as these people are, they are not half so bad
neighbouring tribe, the Eesah Somauli, inhabitants of the
site coast of the bay, who, to gratify an insatiate thirst for
are in the habit of making frequent incursions into the co
of the Danakil. The Embassy very soon became acquainted
"these fiends in human form," for after a few marches Ser
Walpole and Corporal Wilson of H.M. 6th regiment, who f
part of the escort, and a Portuguese servant, were murder
bed. One was stabbed through the heart, another was s
with a creese through the carotid artery immediately belo

ear, while the Portuguese follower received a gash across the abdomen.

"No attempt to plunder appeared as an excuse for the outrage, and the only object, doubtless, was the acquisition of that barbarous estimation and distinction which is to be arrived at through deeds of assassination and blood For every victim, sleeping or waking, that falls under the murderous knife of the Eesah, he is entitled to display a white ostrich plume in the woolly hair, to wear on the arm an additional bracelet of copper, and to adorn the hilt of his reeking creese with yet another stud of silver or pewter—his reputation for prowess and bravery rising among his clansmen in proportion to the atrocity of the attendant circumstances. It is thus that the young warriors of that diabolical tribe, "sons of the devil" as they are well named by their neighbours, gain their medals and clasps, their C.B.'s and V.C.'s.

The Embassy, after landing at Tagura, had to endure grievous delays in procuring camels; but, at length, having fairly started, they marched along the shore of the Bay by Ambabo, Dullool, and Sagallo. At the latter place, all the water skins carried by camels, were filled at a pool, as this afforded their only supply of water for thirty miles. The next march was a very severe one, across the shoulder of Gebel Goodah. The mules drawing the Artillery Galloper gun—intended as a present to the Emperor—were completely knocked up, and the gun was taken to pieces and placed on an Eesah camel of Herculean strength. The day's march ended at Warelissa, seventeen hundred feet above the sea level—a naked tract of table land strewed with shining lava and blanched bones, with sickly acacias of most puny growth—struggling through the fissures as if to prove the utter sterility of the soil. The total absence of water, whirlwinds of dust, sand and pebbles, completed the discomfiture of man and beast. At this place began the alarm that the Bedouins who lurk in the adjacent hills, were collecting for an attack, but the Ras Kafilah, or head man of the caravan, succeeded in amicably adjusting matters for a few ells of blue cloth. The next march was across a most difficult and rocky pass, where the gun was twice shifted to the back of spare camels provided for the purpose, but how they, as well as others, kept their feet, was matter of profound astonishment. A dozen resolute men might have barred a passage, but the wild Bedouins, after reconnoitering the van and rear guards, from inaccessible heights, retired at daylight to their dens in the hills, leaving the Kafilah unmolested. They reached the Bahr Assal or salt lake, a deep basin seven miles across, half filled with smooth water of the deepest blue, and half with a glittering snow white salt. Next day they passed Dafari, a wild broken chasm, at some distance from the road, usually containing abundance of fresh water, but now drained to the dregs. The Kafilah now suffered dreadfully from want of water, the ruggedness of the road led to

the unavoidable detention of nearly all the camels carrying water, and with the thermometer at 126 degs., the place appeared a veritable pandemonium. It was found only practicable during twelve tedious hours to supply to each of the party two quarts of the most mephitic brick-dust, coloured fluid, which the direst necessity could alone have poured down the parched throat, and which, after all, far from alleviating thirst, served materially to augment its horrors. The whole journey across the low country, almost to the foot of the mountains, is a record of the sufferings of the party from want of water, and the heat of the climate; but it must be borne in mind that the Embassy started at the very worst season of the year, and that a few months earlier they would have found water in places where none could be procured in the hot season. But after a long and wearisome march through the country of the Danakil, they reached their "Canaan," the land flowing with milk and honey, and the approach to it is thus described.

"*Approach to the Highlands.*—A cool, cloudy morning succeeding to this boisterous and uncomfortable night, the caravan was in motion before sunrise across the uninteresting plain of Arboti, in parts completely swamped, and covered towards its borders with the aloe and lilium, growing beneath spreading acacias upon a gravelly soil .Then commenced a belt of hummocks formed by under features from the high land of Abyssinia—a succession of hill and dale thickly wooded with a variety of timber and clothed with the wild aloe, through which herds of wild Baera threaded their way. The road soon entered the pebbly bed of a mountain stream, running easterly between precipitous basaltic cliffs towards the Hawash; but, although such torrents of rain had fallen the preceding night, no water was discovered in the wooded Wadi of Kokai until reaching Dathara, nearly thirteen miles from our last encampment, where we all drank of the first crystal brook that had occurred during the weary journey from the sea coast. Three thousand feet above the ocean, with an invigorating breeze and a cloudy sky, the climate of this principal pass into Southern Abyssinia was that of a fine summer's day in England, rather than that of the middle of July, within the tropics . . . . . .

"Having thus happily shaken off the Adel dust from our feet, and taken affectionate leave of the greasy Danakil, it is not a little to bid adieu also to their scorching plains of unblessed sterility. Every change in the soil and climate of Africa is in extremes, and barrenness and unbounded fertility border on each other with a suddenness whereof the denizens of temperate climes can form no conception. As if by the touch of the magician's wand, the scene now passes in an instant from parched and arid wastes to the green and lovely highlands of Abyssinia, presenting one sheet of rich and thriving cultivation. Each fertile knoll is

crowned with its peaceful hamlet, each rural vale traversed by its crystal brook, and teeming with herds and flocks. The cool mountain zephyr is redolent of eglantine and jasmine, and the soft green turf spangled with clover, daisies and buttercups, yields at every step the aromatic fragrance of the mint and thyme.

"*Ascent of the Abyssinian Alps.*—The baggage having, at length, on the morning of the 17th, been consigned to the shoulders of six hundred grumbling Moslem porters, assembled by the Royal fiat from the adjacent valleys, and who now, on the road, formed a line, which extended upwards of a mile, we commenced the ascent of the Abyssinian Alps. Hitherto every officious attendant functionary had exerted himself to the utmost to promote delay, confusion, and annoyance, and each now exhorted the respective members of our party to urge their jaded beasts to an increased speed, and hasten over a rugged path, which, in the toil-worn condition of the majority, was not to be ascended without considerable difficulty. . . . . It was a cool and lovely morning, and a fresh, invigorating breeze played over the mountain side, on which, though less than ten degrees removed from the equator, flourished the vegetation of northern climes. The rough and stony road wound on by a steep ascent over hill and dale—now skirting the extreme verge of a precipitous cliff—now dipping into the basin of some verdant hollow, whence, after traversing the pebbly course of a murmuring brook, it suddenly emerged into a succession of shady lanes, bounded by flowering hedge rows. The wild rose, the fern, the lantana, and the honeysuckle smiled around a succession of highly cultivated terraces, into which the entire range was broken by banks supporting the soil; and on every eminence stood a cluster of conically thatched houses environed by green hedges, and partially embowered among dark trees. . . . . Lastly, the view opened upon the wooded site of Ankober, occupying a central position in a horse-shoe crescent of mountains, still high above which enclose a magnificent amphitheatre of ten miles in diameter. This is clothed throughout with a splendidly varied and vigorous vegetation, and choked by minor abutments converging towards the gorge on the confines of the Adel plains. Here the journey was, for the present, to terminate."

It may be added, that after a stay of eighteen months on the table-land, Sir. W. Harris considered that the objects of his mission from the Bombay Government had been attained, and having obtained permission from the then Emperor Sahela Salassie to depart, the treaty of perpetual amity between Great Britain and Abyssinia was duly signed. Sir William Harris congratulated himself on having induced the Emperor to repeal the barbarous law "that the stranger who should once set foot in Abyssinia be not allowed to depart."

But leaving Sir William Harris, whose route to Abyssinia it

is well that the present Expedition should avoid, we obtain a very good account of the difficulties of the road from Massowah to Gondar from two travellers who have personally encountered them. Bruce the traveller, in the last century, and Mansfield Parkyns, in 1853, published accounts of their journeys from Massowah. It will appear that the country presents physical difficulties, in many places, to the march of a large body of men with baggage animals, particularly in the rugged ascents and descents to and from elevated table-lands which occur on this line of march. A few extracts from Mr. Parkyns's work will enable the reader to estimate the obstacles presented to the march of a large body of men, with their impedimenta.

"The country through which we passed during the early part of the day is rough, wild, and in some parts rocky and mountainous. Large trees are rarely met with—nothing, in fact, but shrubs and some of the different species of the mimosa tribe, the tallest of which seldom exceed twenty feet. Before nine o'clock we had shot several guinea-fowl and some large birds of the partridge or grouse kind, and had seen several gazelle, but these were too wild to let us get within shot. . . . . Towards nine o'clock we descended into a thickly-wooded valley, bordered on each side by rocky hills. Our road for some distance lay along the bed of a former torrent, of which, as the dry season was now long set in, there remained but a small rippling stream, still containing sufficient water to attract to its edge several sorts of wild ducks and geese. . . . . The jungle was filled with birds. . . . .

"The village of Ailat, which is composed of many scattered huts, built of a framework of wood, filled in with branches of trees, straw, &c., and thatched, is situated on the edge of a large sandy plain, covered with bushes and surrounded by hills of no great size. No country in the world could be better adapted for covering game, and none could be better stocked than it is. Grouse, partridge, wild boar, gazelle, and antelopes of every size and description, abound in the immediate neighbourhood; while elephants, rhinoceros, ostriches, and sometimes giraffe are, in the proper seasons, found a little further off, and beasts of prey are everywhere to be met with. The hot spring which is situated at some distance from the village, is considered to be a favourite haunt of the lion. . . . .

"The country is, as I have before said, sandy and covered with large bushes. In some places these are scattered, while in others they grow so thick as to form an almost impassable jungle. Most of the trees are thorny, being chiefly of the mimosa tribe, and their thorns are of a very formidable description, some of them being about two inches and a half in length, and as thick at the base as a large nail. Others have short curved thorns placed two and two together. These catch you like the claws of a hawk.

"The road instead of improving, appeared to grow worse as we advanced; there was, in fact, no regular road, and our guide did not appear over clever in his calling, for after frequently clambering a mountain we found, on a careful inspection of the country, that we had taken a wrong direction, and were obliged to return by the way we had come and seek another . . . . . However, about an hour after sunset we had the pleasure of descending into a little plain among the hills, and of hearing voices of men and the lowing of cattle, and shortly after we arrived in sight of the village fires. It was a Saho, or Shoho, camp, for though these people build themselves huts instead of tents, they in other respects follow the custom of all nomadic tribes, only remaining in one spot as long as there is good pasture for their cattle, and when this is eaten up, seeking another. . . . .

"For some distance, after passing the church (at Axum) we continued in the great Gondar road. This appellation may give an idea of macadamizing, with footpaths alongside, milestones, fences, &c.; but here the high road is only a track worn by use, and a little larger than the sheep-paths, from the fact of more feet passing over it. The utmost labour bestowed on any road in this country is when some traveller, vexed with a thorn that may happen to scratch his face, draws his sword and cuts off the spray. . . . .

"The road, however, here, as in many parts of Tigrè, is abundantly watered, not only by those torrents, which, though they dry up shortly after the cessation of the rains, leave a supply of water in the holes for many months, but also by some tolerably copious streams which flow all the year round. . . . . As for the appearance of the country, it is, in general, hilly, and tolerably well-wooded, but much varied in feature. Sometimes you are climbing or descending a hillock, and at others pursuing your way down a shady valley or along the level summit of some table-land. . . . . Part of our next day's journey was disagreeably rough, the road in many places reminded me of the ascent and descent of the Pyramids of Giseh, but was even more difficult, being literally a staircase formed by enormous blocks of stone, with often a depth of four feet or more between each step. . . . . I should remark that the rains cause to spring up a thick jungle of grass, canes, and bushes, which cover the whole surface of the country, growing to a height of several feet. When this becomes dry, it is set fire to, in some places by farmers, as the readiest means of clearing the ground, in others by hunters, to enable them to get at their game with greater facility, and often accidentally by one of these latter dropping a lighted match.

"When we arrived in sight of Adowa, I galloped on ahead of the party, anxious to obtain shelter as soon as possible; but being mounted on a weak and tired mule, and the road being of a stiff

and greasy clay, and in many places very steep, I gained but little by my haste; for the mule slid down all the hills, and stumbled and tumbled over all the inequalities of the plain. My attention being thus occupied, and the rain driving in my face, I had not leisure to enjoy a distant view of the city we were approaching; nor could I, till within a shorter distance of it, see enough to enable me to determine whether Adowa was built in the Grecian or Moorish taste. I own I rather expected to see columns or obelisks, if not an acropolis, on some of the neighbouring hills. Judge then of my astonishment when, on arriving at this great city, the capital of one of the most powerful kingdoms of Æthiopia, I found nothing but a large straggling village of huts, some flat-roofed, but mostly thatched with straw, and the walls of all of them built of rough stones, laid together with mud in the readiest possible manner. . . . .

"Never did I feel in better spirits than that morning. We rode for several hours over a wild picturesque country, varied with table-lands, valleys, and hills of all shapes and sizes, and about noon began the actual descent towards the river (Taccazy). For an hour or two we were buried in deep ravines, with rocks and trees overhanging, till at length we emerged into a broad and woody flat, through the trees of which the reflection of the afternoon sun on its waters showed us the Taccazy, now swollen to a majestic river, at a distance of about half a mile. Most of our party set off at a run, eager to get a nearer view of it. I, for my part had seen nothing like a river since I left the Nile, for the Mareb is, as I have said, but a rivulet in the dry season. Indeed, it was a noble stream, in many places nearly, if not quite as broad as the Thames at Greenwich, but, in its rapid, boisterous descent, more like the Rhone as it leaves the Lake of Geneva.

"On the opposite shore appeared a belt of forest, similar to that we had just crossed, though neither so wide nor so flat, and in rear of this rose a dark mass of abrupt rocks. We ascended the stream for a considerable distance before we arrived at the ford where we were to cross."

Mr. Parkyns diverged, soon after passing the Taccazy, from the Gondar road; but from Bruce we obtain a graphic account of the ascent to the high plateau of Abyssinia, on which Gondar is situated. This pass, or ghaut, as it would be called in Bombay, by which the ascent was made, is called Lamalmon. It will however, be instructive, first, to give extracts from the outset of his journey from Massowah, and this we are enabled give in an abridged form from the article "Abyssinia," in the *Encyclopædia Britannica*.

On the 15th of November, 1769, Mr. Bruce, with two guides left Arkeeko, and made for Gondar, the capital of Abyssinia After an hour's journey, he pitched his tent near a pit full of of water, where he remained all day, and finally set out on the

16th. For the short space they had travelled, the ground was covered with grass, broader in the leaf than ours; but in a little time the soil became hard, dry, gravelly, and full of acacia thorns. On the 17th they changed their course from south to west, and soon arrived at a range of mountains, standing so close to one another that there was no passage between them, except what was worn by torrents. The bed of one became their road.

A storm of thunder and lightning brought down the torrent in floods at night. Next morning it was gone. Even in summer, among these hills, it is cold at night. Leaving this they came to a fine rivulet. After going along the banks for some distance they left it, and came to another of the same kind, but next day were obliged to resume their course in the bed of a torrent, The mountains in this part of the world are excessively rugged. and full of precipices, entirely destitute of soil, and covered with loose stones of a black colour.

On the 20th of November they began to ascend the high mountain of Taranta. Their road was now exceedingly rugged and uneven, intersected with mountains, gullies, and holes, made by the torrents, as well as by huge fragments of rocks which had tumbled down. The only misfortunes they met with was that their asses, being unloaded and committed to the care of a single person refused to ascend the barren mountain; and in spite, of all the driver could do set off at a brisk trot for the fertile plains below. Taranta is so destitute of soil that they could not pitch their tent, and they took refuge in a cave, of which there are many. On the top is a small village, called Halai, inhabited by poor shepherds, who keep the flocks of the wealthy people of Dixan below. The mountain is flat-topped and sown with wheat. The road down the mountain was for some distance not inferior in ruggedness to the ascent, but as they approached Dixan it improved considerably. This is situated on the top of a conical hill. The next stage was from Dixan to Adowa, the capital of the province of Tigre.

Leaving Dixan on the 25th November, they came in sight of the mountains of Adowa on the 5th December. These mountains are described as totally unlike anything to be met with in Europe, their sides being all perpendicular rocks, like steeples or obelisks of many different forms. Adowa is watered by three rivulets that never become dry, even in the greatest heats. Leaving Adowa on the 17th December he arrived at Axum. This place is watered by a small stream, which flows all the year, and it is received into a fair basin, 150 feet square, where it is collected for the use of the neighbouring gardens.

On the 20th January, 1770, Mr. Bruce set out from Axum. The road was at first smooth and pleasant, but afterwards very difficult, being composed of stones raised one above another, the remains, as he conjectured, of a once magnificent causeway.

They arrived at Sire on the 22nd, and the river Taccaze v passed on the 26th January. On the 7th February the travell began to ascend Lamalmon by a winding path, scarcely two f broad, on the brink of a fearful precipice, and frequently int sected by beds of torrents, which produced vast irregular chas After ascending two hours with incredible toil up this narr path, they came to a small place, named St. Michael, from church of that name situated there. On ascending to the very t of the mountain, where they arrived on the 9th February. M Bruce found that, although from below it had the appearance being sharp-pointed, it was in reality a large plain full of sprin which are the sources of most of the rivers in this part Abyssinia.

It is unnecessary to trace his route farther. The ascent a table-land 8,000 feet high must always be a great obstacle to large body of men with laden animals, where, as in the case the present invasion of Abyssinia, the approach must be made the precipitous and highest edge of the table-land. The asc to the Neilgherry hills from the sea coast is a good example what the ascent of Lamalmon was to Bruce, save that the foru has a made road. The lower plateau of the Wynaad has representative in that of St. Michael mentioned by Bruce.

Of all the travellers who have visited Abyssinia and publish accounts of it, Dr. Beke gives the clearest and most int ligible description of its physical features. He takes a comp hensive view of the lofty table-land of Abyssinia, and she that it is a plateau with a general elevation on its eastern edge 8,000 feet—about the height of the Neilgherry Hills in Ind On this high table-land, under the influence of the south-w monsoon, there is a great rain-fall, and deep valleys of excav tions have been made by torrents and rivers during the rai season. The mountains described by Bruce and others separate ranges, are in reality portions of this table-land, wi valleys of excavation on either side. The peninsula of Ind is the very counterpart of this. There we find a table-la with a precipitous face to the west. The spurs which n project into the Concan, or low country, are portions of th table-land, and these are the sites of the Gurhs, or Mahra hill forts, just as in Abyssinia the same detached portions fo the Ambas, or strongholds. Magdala and Dey in Abyssinia represented by the hill forts of Rangna and Pertaubgh on the range of Ghauts. But it is not alone at an ele tion of 8,000 feet that table-lands are to be met with. in the peninsula of India, so in Abyssinia, it would appear th the plateau is the typical form of the elevated portions of th part of the globe, and we find them at various elevations cl to the coast at Massowah. It is on one of these elevatio that Colonel Merewether proposes to form his first can

before commencing the campaign. The lower plateaux along the west coast of India are very similar to those described by that officer near Massowah.

From all the accounts of travellers who have entered the highlands in Abyssinia, the passes up the mountains on the east and north present great difficulties to the march of a large body of men, accompanied by commissariat stores and baggage. But even without this information, this might be inferred from the conditions presented by a table-land of 8,000 feet, terminating abruptly in a long line of mural precipices on the east and north. Following the course of the Nile or the natural drainage of the table-land, an army would gradually ascend from the sea coast to the summit of the table-land, without being aware of the great height, but by marching onwards towards the east, it would suddenly come on the precipitous face with a drop of 8,000 feet to the low country, along the coast of the Red Sea. To surmount this ascent must be a serious difficulty, requiring time, and time is an element which does not yet appear to have entered into the calculation of the good folks at home. An expedition during the cool and dry months of the year, and terminating in April or May, by the return of the troops to Bombay, before the south-west Monsoon sets in, appears to be the general idea of the approaching campaign. But unless the prisoners are released, as soon as a body of troops has reached Adowa, or some half-way place on the road to Debra Tabor, there seems very little probability of so speedy a termination of the affair; unless, indeed, it is found practicable to push on with a very small force. For the smaller the force is, the more expeditiously will it move. If necessitated to carry grain and other commissariat stores, a large force will find it necessary to march in small detachments, one a day's march behind another, until they reach stations where water is abundant, and where they can unite, if necessary. Digging water holes for twenty thousand mules, or even ten thousand would be a difficult matter, not to speak of the length of time it would take to water the said mules at these water pools. Let us try to sketch in anticipation the probable plan, progress, and duration of the campaign.

We shall suppose that Colonel Merewether, the Governor of Aden, has made arrangements at Massowah for the disembarkation and location of the force in a camp near water. The first brigade from Bombay will leave that port about the first week of October; for I take it the Bombay Government will not wait for the transports despatched from this country, and which cannot be expected to arrive in Bombay, under an average passage of from seventy to eighty days. Plenty of experience was gained during the Mutiny, as to the voyage of both clipper ships, and steamers, and in very few instances were the voyages of the clippers under a hundred days, or the steamers under seventy. The first brigade,

therefore, we shall assume as landed in the last week of October. Much will have to be done then by the Quartermaster-General's and Commissariat Departments for the reception of the main body, and the feeding and collecting baggage animals for the march. Reconnoitering parties will be sent on to penetrate the country for fifty or sixty miles, to look out for encamping grounds, and to sound the feeling of the natives towards the expedition. As the main body arrives, the 1st Brigade will commence its march, taking with it all its baggage animals. Its place in the camp near the coast will then be taken by another brigade on landing. With the 1st Brigade a large proportion of Irregular Horse will probably march, and it is not unlikely that for this expedition they will be found the most effective arm—not only in keeping up the communications, but in protecting the baggage animals and followers, when out foraging, and, perhaps, at the end of the long march into the interior, making a 'daur' on Magdala. To the 1st Brigade will fall the task of pioneering those that are to follow, and with it, of course, will march the Sappers and Miners. Its progress will be very slow. How slow it would be bold to hazard an opinion; but if it averages five miles a day including halts, and clears a tolerable road for the main body, it will do well. As the force marches into the interior, great tact will be necessary to reassure the natives and conciliate them. It will not matter how many flocks of sheep or herds of cattle there may be in the country if the natives take alarm. Every living thing will disappear from the line of march, except plunderers.

A traveller like Sir Samuel Baker, accustomed to deal with these people, would be of great service to the military commander. Moving in advance with a small guard of irregular horse, his object would be to gain their confidence, and explain the sole object of the expedition, assuring them of protection to life and property. From our experience in India, I know how difficult a matter this will be. But if attained, it will immensely facilitate operations. Colonel Merewether will, however, probably be deputed by Sir R. Napier for this important duty, and every confidence may be reposed in one who has been distinguished among his fellows for five-and-twenty years, and whose zeal, energy, and ability have recently been rewarded by an appointment second only to the governorship of a presidency, the commissionership of Scinde—a province in which he has served for twenty years, and where his name is known and respected by every wild tribe along the frontier of Beloochistan.

It is most fortunate that the Government should have been able to lay their hands on two men like Sir R. Napier and Colonel Merewether, both so well tried and so well trusted. In them we have a guarantee that, hazardous and difficult as the march may be, all that military foresight and organization can

effect, will be exerted towards the attainment of the object in view. It is only fair to those officers that the difficulties which they are called on to surmount should be fully seen by the public, and that impatience, so often the offspring of ignorance, should not detract from the lustre of their achievements.

To any one totally unacquainted with the requirements of an army in a wild and sparsely populated country, the slow progress of the force may excite impatience. To a single traveller, the footpaths do not offer the obstacles that meet a large force trying to penetrate by communications of this kind. For example, in ascending the mountain passes with a long line of baggage animals, an accident to any one of them may arrest the progress of all behind for a time. As these occur more frequently, more time is lost, and thus the rear of the baggage and the baggage-guard, instead of being at the next camping ground in the morning, will not arrive till the evening. A repetition of this brings the column to a halt.

In India, where the march lies through a rugged country, vexatious and harassing delays are met with, and it can hardly be expected that where a mountainous tract has to be penetrated in Abyssinia, that this expedition will be exempt from them. Nor must it be forgotten that the labour of many of the followers only commences at the end of the march. Their animals must be taken out to feed, sometimes at considerable distances from the camp. Other followers have all the cooking operations to undertake. Baking can only be done on days when there is a halt; for the oven has to be built. And for the horsemen of the force, there is the labour of grooming, feeding, and watering their horses, the latter often occupying a considerable time. And for all the soldiers, both horse and foot, there is the pitching and striking of tents, and the cleaning of their arms every day.

With so large a force as Sir R. Napier is to have at his disposal, it is not unlikely that two columns will be formed to advance by different routes. An attack on two sides will utterly disconcert Theodore. He cannot be in two places at once, and he seems to have no trusty lieutenant. One of these routes, if two are selected will undoubtedly be by Adowa—one of the few places which offers a resting place for a large body of men, and where some supplies may be obtainable. Water, at least, will not be scarce, as a running stream is dammed for irrigating purposes, and forms a tank at the town.

From that place, the force to be thrown in advance on Magdala will start fair, well supplied with mules, on which probably a portion of the European infantry will be mounted. Tents and heavy baggage will likely be left there; but it is earnestly to be hoped that the force, when it arrives there, will be greeted by the captives themselves, delivered up by Theodore on receiving positive intelligence of the occupation of the capital of Tigre.

P.S.– Since the article was written, intelligence has been received of the selection of Zulla, at the foot of Annesley Bay, as the port of disembarkation, not Massowah, as was at first generally expected. We have also just heard of the arrival of the 1st Brigade on the coast, preceded, however, by a small pioneer force. As the force advances, the interest of the Expedition will deepen; because it seems that a route will be chosen still unknown. Not quite satisfied with the tracks which for centuries, if not for thousands of years the natives have followed from the coasts to the highlands of Abyssinia, the officers of the Engineer and Quartermaster-General's Department are said to be searching for new routes. It was lately stated at a meeting of the Geographical Society, that the probable route would be by the head waters of the streams, thus turning the deep valleys of excavation to the west, and marching on a comparatively level plain. If, however, any analogy can be drawn from the Western Ghauts of India, I should say that this level plain will be found to exist only in theory and on the map. A wasted table-land like the Abyssinian plateau, must have its ravines and hills close to the watershed, and will on that line present to a force marching from north to south a rapid succession of hills and valleys, far more numerous, although not on so great a scale as those to the westward. On the Ghauts this line is quite impracticable. But no one in India is better acquainted with the peculiarities of the Ghauts than Colonel Phayre, the Quartermaster-General of the Bombay Army, now at Zulla; and this feature of the ground is sure to occur to him from his experience at the Phoonda Ghaut, when making a road in 1852, from the coast to Kolapore.

A. A.

THE COMMANDER-IN-CHIEF ON THE EMPLOYMENT OF NATIVE IN PLACE OF EUROPEAN TROOPS, &c.

The following is an embodiment of the evidence given by his Royal Highness the Duke of Cambridge on the substitution of Native for European troops before the Select Committee "appointed to inquire into the duties performed by the British Army in India and the Colonies, and also to inquire how far it might be desirable to employ certain portions of her Majesty's Native Indian Army in our Colonies and Military dependencies or to organize a force of Asiatic troops for General Service in suitable climates." The evidence is published in a Blue Book recently issued and was given by his Royal Highness after reading the evidence given by a considerable number of witnesses of the highest authority: In reply to questions addressed to him by members of the Committee.

"The evidence given had not shaken his original opinion that

the proposal to substitute Native for European troops is a most unadvisable arrangement. He comes to this conclusion upon military grounds; he considers that it would be impossible to hold any colony unless there was a fair proportion of European troops in it: he would not object to supplementing these troops with native troops, as is the practice where the climate requires it, but he would have a strong objection to substituting the one for the other, because in proportion as the native troops are increased the European troops of the Army at large must be diminished. His objection is based on the manner in which it would affect the British Army as a whole as well as with reference to the holding of particular places.

He thinks it would be very undesirable to entrust batteries of artillery with native troops without an admixture of British troops at such places as Singapore, or the Mauritius, or at any other place. At Hong Kong it is proposed, and he considers it to be a necessity, that a native regiment should be stationed, but the European troops will be reduced in proportion; and this bore out his original objection that if the native element of the army is largely increased, the European element will have to be reduced in proportion. It is not solely on the grounds that their fidelity might be doubtful, or that their presence might be distasteful to the inhabitants of the place where they might be stationed; his principal objection rested on the indisputable fact that as a military machine, if he might so express it, one European soldier is worth a great many native soldiers. His opinion would be somewhat modified if by the substitution of native troops the European could be massed somewhere nearer home instead of being scattered in the colonies; but he is so doubtful if he could retain them if that were done, that he prefers that they should be scattered about as now; he does not believe there would be any difficulty in moving them so long as we retain the command of the sea and that command he does not think there is much fear of our losing. He believed they were as available in the Colonies as in England. In the case of the Indian Mutiny, for example, the Army was then scattered about just as it is now.

The authorities in India immediately sent to every station and requested that troops might be sent as speedily as possible; the request was complied with and though the total force gathered together was small, the moral effect produced by the arrival of these troops before reinforcements could have arrived from England was great and conduced greatly to our ultimate sucess. He is opposed to the entire removal of British troops from the Mauritius, Ceylon or any other colony whatever.

Every colonist and every Englishman looks for his protection to the British soldier; supplement them to any extent with native troops or volunteers, but Englishmen are the nucleus round which everything else must form and even in the case of volunteers,

supposing volunteers could be raised, a nucleus of British troops with volunteers added would be a valuable force, but volunteers without British troops would be of very much less avail.

As regards the employment of British troops in China, he would prefer to have 101 battalions and send a garrison there than to have one battalion less and have no garrison there. Of course a regiment coming from an unhealthy station would be for the moment less healthy than a regimeut coming from a healthy station, but with that exception he conceives that a reigment ought to come from China in as good order as from any other station.

With respect to the Straits settlements, for the last fifty years the garrison has consisted of native infantry and European garrison artillery, but the circumstances are now altered it is now a colonial instead of being an Indian possession. When it was an Indian possession the Indian army was in itself sufficiently strong to send a reinforcement there at any moment, but now it is a colonial possession we have no right to assume that India will at be once able to send assistance to it, and it would therefore have no force to defend it besides that stationed there, which it could depend upon. The statement that though only half a battalion was stationed there, a whole battalion had been added to the colonial duty of the British army is only partially true; the question of garrisoning Point de Galle was left to the Imperial Government which decided that it ought to be garrisoned for Imperial purposes, and at the Imperial expense; the colony of Ceylon contributing upwards of £119,000 a year to the maintenance of the troops stationed in the colony. Therefore though a whole additional battalion is taken for colonial service, one half only goes to the Straits' Settlements and the other will be stationed at Point de Galle. He admits the necessity of having Asiatic soldiers of some sort at the stations mentioned, but he thinks it would be objectionable to take any portion of the Native Indian army for the purpose for this reason, that if native soldiers from India with European officers on Indian pay and allowances are sent, the pay and allowance of every officer serving with a European regiment in those colonies must be raised, and therefore as a matter of finance he thinks it would be much more expensive.

He does not object to this but he does not advocate it; and with reference to this matter he points out the enormous difference there would be between the pay and allowances of an officer serving with a European regiment and an officer serving with a native regiment.

A lieutenant-colonel commanding in China with a European regiment at present receives only £876 per annum, and a lieutenant-colonel commanding serving with a native regiment would receive about £1714; which is so enormous a difference that he considers it would not only place the officers serving with European troops in a most unfavourable position socially, but he thinks it would altogether lower the one at the expense of the other, and in the

wrong direction, because there is no question that 800 men of a European regiment is much larger and to his mind a more important charge than 800 of a native regiment, this difference of payment therefore he is convinced could not be maintained.

Of course the difference would run through all the grades; a major of a European regiment gets £675, while a major of a Native regiment would get £789. Taking every circumstance into consideration he is of opinion that wherever the two forces are joined together on service the native proportion of pay and allowance which they have in India ought to be maintained.

The whole of the native army in India is now on the irregular system and the commanding officer may be a captain, a major, or a lieutenant-colonel; but there is a certain rate of pay attached to the command which is added to whatever the rate of pay may be for his position in the army, and therefore what he would receive would always be more than what an officer of corresponding rank in a European regiment would receive; in other words it is staff pay.

In the case of the difference there would be in the pay of the officers serving in the colonies just alluded to, he did not believe that the officers would regard this difference in the same light as they do the difference between staff pay and regimental pay, because the duties of both would be exactly alike; the sole difference would be that while one was serving with a native regiment the other would be serving with a European regiment.

He has a strong objection to local corps because it is difficult to keep them in a state of discipline, but rather than see the discrepancy in the rate of pay to which he has referred he would employ local corps; though he has little doubt that a regiment from India would be a better body of men than a local corps. Supposing the difficulty of pay could be got over he should certainly modify his opinion as to the employment of the native Indian army; and in case of a great European war he would use them to any extent possible as for instance in places like Egypt and as garrisons for our colonies, though prudence would have to be exercised in employing them in European countries; he has heard that with other armies there have been difficulties in that respect. But wherever these were employed with European troops, the pay of the latter would have to be raised to the same rate as is the case in Aden now.

Concerning the difficulty of getting Indian troops to serve out of their country he cannot speak with authority, having had no experience of Indian troops, but he thinks there would be less difficulty in getting them to serve elsewhere than in their own country in time of war. The chief duties that would be required of them would be garrison duties, but he does not see why they should not be employed actively in the field in Egypt and Eastern countries generally, though he questions the prudence of employ-

ing them in places where the climates differ from their own. does not think they would be more willing to serve away from country in time of war because they had been accustomed to time of peace.

If he rightly understands from what he has seen in the evi and from other sources the feeling of the Indian army, h prehends that the Indian army would not make much objecti employment abroad in time of war, but that they would in ti peace; if that is a correct view he does not think the arrange of employing them in time of peace he will not say against will, but when they did not much care about it—would op favourably to their employment in time of war, when they r be induced to act with greater vigour, and with a greater desi serve the country.

When he said that the West India Islands ought to have B troops he did not mean that every one of the islands ought to them, nor that every unimportant colony ought to have them, there is a nucleus of these troops in the principal islands w would be available in case of disturbance in the lesser islands.

Reverting again to the case of Hong Kong and the Maur In the case of the former the defence of the harbour must mainly with the fleet; but in the absence of the fleet at an station he wishes to have a nucleus of Europeans there who n defend it against an attack of the enemies cruisers. The nu of troops stationed in the Mauritius is about 1600 or 1800, consist of two regiments and two batteries of artillery. These he siders would be quite enough with the aid of the fleet to de the two harbours against the attacks of an enemy until assist arrived from elsewhere; and if there was, as there ought to be, as it was intended originally there should be, two or three stro fortified points into which that garrison could be thrown, the no doubt that it could maintain its position for a considerable against a very large force assisted by a fleet. The maintenan possession of these ports is a very important matter. In addi to the value of the Mauritius as a colony, which is great, the p in possession of the harbour if inimical to us, would be to cramp if not entirely to destroy our trade with India, and portion of our trade which is acessible from that port. Ther that very fact alone, in his opinion renders it esse for commercial purposes that we should hold the Maur in such a manner that there should be no risk of anybody occupying it. He did not think the island would be safe if it garrisoned solely by native troops; in fact it would be one of worst places to give up entirely to their charge.

Concerning the withdrawal of European troops from India, he h we shall never largely withdraw them from that country; he w rather raise new levies than do this. The force in that country not been increased to anything like the extent that is comm

supposed since the two armies have been amalgamated; in fact since the mutiny he believes that the increase does not amount to more than 14,000 or 15,000 Europeans. Knowing how strong the impression was and is to this day that at the time of the Mutiny the European force serving in India was not equal to the requirements of the service, he considers that a mere addition of 14,000 or 15,000 men is really nothing when the vast extent of country to be occupied is taken into consideration, and the arduous and important duties which that force has to perform.

He does not see how it is possible to reduce the number of European troops serving in India. The original schedules sent in at the time of the mutiny by Lord Clyde, Lord Strathnairn and others were far in excess of what the number has been reduced to now; and recently he saw a letter from Sir William Mansfield, which was he believed, before the committee which strongly deprecates the idea of any sort of reduction below what is now the number of European troops serving in India. He entirely concurs in that opinion; to such an extent that when a question was put to him whether it would not be possible to make a considerable reduction of the European troops in India in case of war, he deprecated that idea most strongly; he thinks that every attempt should be made to raise forces at home or elsewhere in case of war, in preference to reducing the numbers of Europeans in India.

Many still adhere to the belief that the Indian Mutiny would never have happened if it had not been for the unusual weakness of the British army in India, and he confesses that he shares that opinion very strongly, and upon that ground he says should such a circumstance occur as a European war in which we required reinforcements we ought not to look to India to get them, at all events of Europeans.

The European and Native branches of the army in India are adjusted without reference to the numerical strength of each other. There are certain stations which it is considered necessary should be occupied by European troops, and he believes it was with reference to the number of these stations that the European force has been fixed as it is now.

He is not consulted as to whether the European force in India could be reduced if the native force were reduced also; but the committee was probably aware that there existed a strong impression that any reduction of the native force in India would be an impossibility.

At the outbreak of the last New Zealand war the Government at one time thought of sending some Sikh regiments there, and the reasons why that arrangement was not carried out were that it was thought there would be some difficulty in raising the regiment and getting the men to go, and on account of the expense.

The latter, as he understood, was the main difficulty. It was thought that if the Sikhs were sent to New Zealand, the pay and

allowances of the officers serving with a European regiment co-operating with them would have to be raised to the same st ard, and therefore the expense would be as great if not great Sikh regiments were sent, as it would be if one or two addit regiments of Europeans were.

Besides this the colonists objected to the native troops; he bel it would be found that all the colonies would object very m and he doubts whether any of the colonists would pay their q or share towards the maintenance of the force, which the now called upon in some cases, or at all events desired to pa the troops they were to pay for were not European troops, he t it would be found that all the colonies would object strong paying for native troops. The reason he thinks would object to these, is because the colonists knowing tha European soldier is the element of strength and protection want, would consider him superior to a native soldier, of ever description that native soldier might be; and as they paying for the best description of troops they could get, would naturally pay willingly for a European when they have great hesitation in paying for a native.

As regards the fear he expressed that if a regiment were drawn from colonial service and brought home, the strength o army at home would not be maintained above its present stre he is led to that conclusion by the experience he has had fo last ten years. As an instance of this he stated that rec when there was an idea of raising a native regiment for Kong, we were called upon to reduce the aggregate numb European troops, in order to make up for the increase would come on to the Imperial establishment of native troops; is to say supposing the regiment consisted of 600 natives, we called upon to reduce 600 Europeans.

There is now a strong feeling in favour of the creation of an of reserve and of our having a strong military force at home an army of reserve has a very different organization from a bod troops permanently maintained. He alluded to the perma establishment of the army. He does not think that in that of view the present feeling with regard to an army of reserve w have any effect in preventing a corresponding reduction of Eu ans, supposing natives were taken into pay on a large scale.

Unless this reduction were made, the immediate effect of em ing native troops would be to increase the estimates; because wh these troops were raised expressly, or whether they were borr from the Indian government, the moment they left India they w come on Imperial pay; therefore the estimates must be incre by that amount, and his experience with all the Secretaries of S for War he has known, leads him to think they would not like t crease the estimates in a time of profound peace like the pres

Then with respect to the length of the term of colonial serv

it is undoubtedly longer than it is practically intended to be. The object of every Secretary of State with whom he has had to deal and of the military authorities, has been that the army should have two-thirds of its service abroad and one-third at home, which has always been his own opinion; but we have never arrived at that point yet; but if the intention is carried out of bringing back those regiments which are still serving in New Zealand, we shall very nearly, if not quite, have arrived at the point where the infantry will be two-thirds abroad and one-third at home, so that the object we have been striving at would then have been attained.

He thinks it most essential that the House of Commons should keep up a sufficient number of troops in England to enable that to be done, but he thinks that the arrangements now going on will probably in a short time bring us to that point. It must be borne in mind that we have some very exceptional years to deal with, and therefore the service in the colonies and in India, has been rather more heavy of late than it would be under ordinary circumstances but if we once return to the due proportion then he quite agrees that the due proportion having been adjusted, ought to be kept up by Parliament maintaining such a force as to enable the troops to serve one-third of their time at home and two-thirds of their time abroad.

OBSOLETE SHIPS OF WAR.

In these days of constant and rapid change, it is difficult to decide what is obsolete and what is really modern—we mean, of course, as regards vessels of war. Sometimes we are gratified with statements from official sources, that our Navy is in a most satisfactory state; and that we are better off in ships, stores, and men than other maritime powers. At other times we are informed, by those in authority, that we have difficulty in raising the number of A.B's required for the fleet; that the stock of reserve stores is below the average; and that out of the long list of vessels which appear in the Navy List only some three or four are of any real value as fighting ships. Then again we are told that, not only have we sufficient, but that we have a superfluous number of men-of-war, and that our wisest and best course is to get rid of some of them:—that is, of those which may fairly be termed obsolete; as money will be saved in repairs, space will be provided in our principal ports for the iron-clads, and the country will not be deluded with the idea that we possess some fifty or sixty fighting line of battle ships more than we really have.

Now we are not disposed to consider all ships that have not iron skins useless for war purposes. We believe that although vessels covered with, or built of, iron are as immeasurably superior to wooden steam-ships for general actions, as wooden

steamers were to the old fashioned sailing ships, men-of-war li
the Marlborough, Duncan, Arethusa and their sisters, form p
and parcel of the real strength of the navy, and that the ti
has not yet arrived for getting rid of them as so much lumb
Everyone who was present at the great naval display at Spithe
last summer, must have felt that while the line led by the V
toria would have stood no chance of success if attacked by t
line headed by the Minotaur, yet that England was very mu
better off in having the two lines, than she would have been b
she possessed the iron-clads only; especially on recollecting t
all the other great naval nations still keep in commission, and
reserve, powerful fleets of wooden ships. Until France and R
sia, as well as America, put on one side the whole of the sh
which, a few years ago, were looked upon as the fleet of the r
pective nations, England will not be justified in looking upon
best specimens of wooden vessels as altogether obsolete.

But it may be asked, would you then continue to constr
men-of-war of timber only? Most assuredly not. Such a cou
would be a mere waste of time, material, and money; and if
present Board of Admiralty were to pursue such a course, t
would be fairly chargeable with the blame which some pers
attached to their predecessors of squandering large sums of pu
money. They would not, however, have the same ground of
fence; for there can be no doubt but that the policy adopted
Lord Palmerston's administration, with regard to the *mat*
of the navy, was on the whole, and under the circumstan
most judicious. In looking back some eight or nine years, it
perhaps be admitted that the reconstruction of the navy t
adopted, has caused much unnecessary outlay; but it must
be forgotten that if England had, within a few years, been
volved in a maritime war, serious responsibility would have rest
on any administration which had neglected to make the naval p
parations then generally deemed indispensable for the honour a
security of the realm. If a war had occurred, say in 1862, t
ships on which the heaviest part of this outlay had been incurr
would have formed some of our most efficient vessels.

And this reminds us of the great controversy which took pl
in Parliament, and in the public journals, about that time,
"the Navy of the future." On the one hand, the Admiralty co
tended that while it was their duty, as well as their desire,
construct iron-clads, it was absolutely necessary for them to ra
our navy to an equality with the navies of other countries
speedily as possible, and that this could only be accomplished
converting existing wooden ships. On the other hand, the g
ahead economists of that day, urged the necessity of devoting t
whole ship-building resources of the country to the constructi
of iron vessels, and of ceasing to spend any money on other o
jects. In a debate raised by Mr. Cobden at the early part

1863, he called the attention of the House of Commons to a return which had been recently published, showing that we then possessed 558 wooden steam-vessels, 106 of which were line-of-battle ships, or large frigates, and the remaining 452 corvettes, gunboats, &c. The smaller vessels, he stated, "may and must be serviceable in barbarous and uncivilized regions, and may be used as a sort of police of the seas;" but he contended that after the invention of a kind of artillery which projected shells, not vertically, but horizontally, with all the precision of the ordinary artillery, these 106 line-of-battle ships and large frigates were rendered obsolete, not by iron-clad vessels of war alone, but they were objectionable before an iron-clad was made. He considered that since the introduction of iron-clad vessels, wooden, vessels of war were not merely worthless, but a source of weakness and he therefore proposed to reduce the force of the navy by 30,000 men. Fortunately, the House of Commons did not adopt the proposal, neither did they endorse the sweeping condemnation which the great Apostle of Free Trade endeavoured to pass on the authorities at Whitehall. The losses incurred by the superseding of old models of ships, are only analogous to the losses which must be met in every branch of manufacture. Any purchaser, whether it be an individual, or a company, or a government, must be content to lose when the construction of the apparatus which he requires is in a state of transition. England wanted ships for present use, and she was obliged to build them after the best approved model, which was at the time, the wooden steam line-of-battle ship, or frigate. Iron frigates, cupola, and turret ships, and such like, *might* be the vessels of the future, but England had to provide for the present. While new theories were being developed war might come, and in such an event it would be of little use to reflect, that if it had been delayed five or ten years, England might have had a cheaper and more complete defence in more impregnable vessels. It is just as the government had to provide mail coaches, and the innkeepers post-chaises long after it was a positive certainty that England would one day be covered with railways. The railways might soon be constructed, but they were not yet opened, and in the meantime letters and passengers must be conveyed. The premises being granted, that England must be, at all times, superior to her neighbours, there is no escape from such losses as may have been incurred in building wooden vessels of war.

We say it is fortunate that the government did not adopt the advice then tendered by the so-called economists; for, if they had done so, we should have been in a worse position, as regards real seamen, than we are at present. The thirty thousand men whom Mr. Cobden wished to dismiss, would have been lost to the navy for ever, or the country would have had to pay enormous sums of money to get them back again into the Royal Service. It is

also fortunate that the advice which was, about the same period tendered by Mr. Lindsay, was not adopted. He objected to the construction of wooden frames for iron ships; he wanted, in fact, almost to stop the purchase of timber for naval purposes, and to build nothing but iron ships in private yards. Experience has since proved that wood cannot be excluded in the construction of ships of war, even if they be impenetrable; on the contrary, it has shown that the great majority of our ships must be constructed of wood and iron combined. Thus we have several vessels of the Amazon class, and recently the Chief Constructor has turned out the Danäe without any defensive armour whatever.

This ship is, in fact, built with a view to speed, combined with a very powerful armament. At the recent trial at the measured mile in Stokes' Bay, she attained a mean speed of upwards of 13 knots per hour; while her armament consists of two six and a half ton, and four sixty-four pounders; her tonnage being only 1287 tons, and the horse-power of her engines only 350; and she is built entirely of wood. Under these circumstances it would seem to be madness to discard all the finest and fastest frigates which were built before the rage for iron ships commenced. They may not be worth much when close alongside a Monitor; but they may, and doubtless would, cause the fastest Monitor afloat a considerable amount of trouble, and if well-handled, and properly armed, might carry the day.

At the same time, we quite recognize the prudence of taking into careful consideration the question of converting some of these frigates, as well as some of the line-of-battle ships into armour-clads, turret-ships, or floating batteries. A plan for doing this was, some time ago, put forward by Mr. Henwood, a practical engineer and ship-builder. Mr. Henwood's argument is, that for all intents and purposes, the bottoms of our old vessels, as they are improperly termed, are as suitable for the purposes of modern naval warfare as are the bottoms of the iron-clads; and that it is only from a little below the water line upwards that our wooden screw liners are inferior to the greater number of our new ships as engines of war. He proposes to remove all the upper portions of the hull of the three deckers, save a small part of the poop and forecastle, and to secure armour-plates, one and a half inch thick, to the present skin, or outer planking, of the ship. Over this an 18-inch teak backing is to be worked, and covered with armour-plates six to eight inches thick above, and at the quarter line, diminishing in thickness thence downwards. The plates are to be covered with three inch planking, and coppered below the water line. The armour is to extend from stem to stern. The remaining deck would be covered, from end to end, with one and a half inch plates, over which a second deck of four and a half inch planking would be worked. The portions of the original

forecastle and poop would be cased with two inch plates. Each ship would have four turrets, mounting eight very heavy guns, with pivot guns at the bow and stern.

As regards the two-deckers, Mr. Henwood proposes to convert them in a somewhat similar manner, and to let them carry two or three turrets, according to their size. Of course, he founds all his arguments on the fact, that it would be more economical to convert these ships, which we have at hand, than to construct new ones. At the same time, he does not pretend that they shall be more than mere make shifts, nor that they shall be able to go to sea in all weathers. In a recent communication to one of the daily journals, he states that a ship of the Collingwood class could be thus converted at an expense of from £50,000 to £60,000, "or, in other words, at the cost of the turrets, armour-plating, and backing, and the cost of cutting away the upper useless works of the ship, the hull with engines, cabins, store-rooms, and magazines being fitted, in good order, and paid for;" and he gives the following statement of the comparative strength, &c., of his Collingwood, of a Monitor building for the Bombay government at Jarrow, and of the Miantonomoh.

	Monitor for Bombay.	Miantonomoh (American).	Collingwood as a Monitor.
Length . .	225 feet.	268 feet.	191 feet.
Beam . .	42 feet.	59 feet.	60 feet.
Mean draught .	15 feet.	16 feet.	24 feet.
Engine . .	200-horse power.	800-horse power.	400-horse power.
Speed , .	8 knots.	10 knots.	10 knots.
Coals . .	92 tons.	350 tons.	250 tons.
Armament . .	4 18 ton guns.	4 15 inch guns.	4 600 pounder.
Broadside . .	1.200 lb.	1.800 lb.	2.400 lb.
Armour . .	7½ inch.	7 inch.	7½ inch.
Complement .	100	185	150

Assuming that all Mr. Henwood's figures are correct, there appears to be much reason for urging a trial of his scheme; but in all matters of this kind, the calculations are frequently not perfectly trustworthy, and it appears that, in this case, the proposer has felt it desirable to somewhat modify his plans. In reply to a question put to him in the House of Commons, the Secretary to the Admiralty stated that Mr. Henwood had sent in amended calculations professing to take some considerable amount off the hulls of the ships he proposed to convert. And Lord Henry Lennox added, "the Admiralty were most anxious to see Mr. Henwood mature his plans, but they were not prepared, so long as the drawings and calculations, as to weight and displacement were erroneous in the opinion of the professional officers of the Admiralty, to hand over to Mr. Henwood a ship of a considerable number of tons to be dealt with as he pleased. Mr. Henwood's last design was under consideration."

If the professional officers to whom the Secretary of the Admiralty alluded should see their way clear to pronounce the proposi-

tions referred to them for consideration as likely to be in the main correct, we hope the Admiralty will give Mr. Henwood an opportunity to convert some of the two deckers into Monitors for coast defence; but we rather incline in favour of the suggestion that some five or six of them might be prepared as troop ships, to be used, not in conveying the ordinary reliefs, but on emergencies, such as the "Trent" affair, or possibly for the Abyssinian expedition. We have no doubt that the fact of such ships being ready for use as transports, would tend to check the prices asked by private shipowners for the hire of their steamers as regular transports, and the government would always have at their command enough tonnage to remove a considerable force at a moment's notice. They need not be fitted in the same manner as the Himalaya, Orontes, &c., nor anything approaching the completeness of the Serapis, Crocodile, and the other Indian troop ships; but more after the manner that they would be, if they happened to be in commission, and were suddenly ordered to embark troops.

THE ORGANIZATION OF THE WAR DEPARTMENT.

In the multitude of counsellors there is safety. This was the opinion of a wise king, whose opinion carries weight, but he reigned in the piping times of peace, and spoke under their inspiration. His brother applied the maxim to war, and came to grief, when adhesion to the solitary counsel of Achitophel would have secured him victory. The practice of "how not to do it" is as old, at least, as the War Department of Absalom. Whether we can get out of the groove in these latter days remains to be seen. More than a year ago our authorities looked into the matter, and took stock of the great establishment in Pall Mall, and the result is discouraging. Only one thing is brought out clear, namely, that here the multitude of counsellors is destruction. Officials differ as much as the doctors, and support their opinions by as good reasons, so that one is almost brought to the conclusion that they are all right and all wrong. The problem put to them, indeed, is a difficult one to solve. They are asked to square the circle of a department which refuses to be anything but round. How are a hundred horse-power to be controlled by one hand, a hundred officers spanned by one pair of eyes, and a hundred functions discharged at the self-same moment, by one brain? This is a sum beyond the rule of three, vulgar fractions, decimals, and algebra combined. It drives statesmen—if not diviners—mad; and they leave it to be worked out by multiplication—throwing in officials as Stephenson threw bricks into Chat Moss, to fill up. At last, we are beginning to see that this slap dash process, though

it answers for a railroad, gives no cohesion to a War Office. Offices will not fall into it by their own gravity, nor officials learn to act together by underground telegraph. A department must either be capable of such compression as to dispense with the multiplication system, or it must be cut in two, and each moiety take a head of its own, like a divided animalcule. This is the philosophy of the day. Mammoths and behemoths are voted extinct; and the question to be decided is, does the present War Department come into this category, or is it unwieldy from its structure rather than its magnitude.

It hardly needs to mention the former organization of our war administration, which embraced three separate departments—the War Office, the Ordnance, and the Horse Guards, and placed the War Office nominally under the Secretary for the Colonies, though it was really directed by the Secretary of War. This organization was called a "system." And the system brought us through some big wars, and some little ones, too—not without credit on the whole, but with many breakdowns. We all remember its collapse. Whether this was due to innate defect, or to the rust of forty years of peace, no one stopped to inquire, the nation deciding with one voice to get rid of the "system," and try a responsible Minister. Thus the Ordnance Department and the War Office were merged in one, and the Horse Guards brought under a break, but not exactly subordinated. There was a general feeling at the time, that the alteration went either too far, or not far enough, but no one can deny that the immediate effect was beneficial. Though we were engaged in a great war, and this reform was analagous to changing front in presence of the enemy, energy was infused into every branch of the service, and we created a commissariat, transport, and hospital organization on the field of battle. The "system" had embarked in an invasion of the greatest country in Europe without these accessories, and our army landed in the Crimea as a sort of flying column, which required only pouches and knapsacks. Unfortunately the war was over before the defects of our equipment were remedied. Still it was seen that the new War Department had done well. It has since undergone the trial of a ten years' peace, and we have had time to look into its imperfections, and find that it is far from what it ought to be. But where are we to effect improvements? Is it expedient to place the whole under one chief, or shall we go back to something like the "system," and abandon the principles of administration established during the Crimean war?

There is no doubt that Lord Palmerston intended to solve this question. One of his pleas for putting aside Parliamentary reform was the urgent need of military reform, of a reconstruction of both the departmental and internal organization of the army. And it is certain that the subject will be among the first which will engage the reformed Parliament. The popular leaders have given

notice that they intend to have greater efficiency in the War Department, and to see our whole war service placed on a sound footing. Things are to be put in such order that the march of a regiment from Aldershot to Hounslow shall not break them down, and if such a catastrophe occurs, it is to be possible to find out who is to blame. There could hardly be a better preparation for this perfection than the reigning administration at Pall Mall, comprising two able and experienced officers, Sir Edward Lugard and Lord Longford, and a practical statesman, like Sir John Pakington. We see not why these functionaries should not mature a plan which will sweep away obstructions, and answer the requirements even of a parliament elected by household suffrage. They combine the qualities necessary for understanding the question; they have had experience of the departmental routine, and they have seen what delays are created by intricacy, and what *fiascos* by divided functions. And here we come on the point for amendment. It is manifest that we are still involved in the "system," and that this has rather been doctored than abolished. We must found reform on new lines, and Sir John Pakington must give up timber in the War Deparment as completely as he did at the Admiralty—and we believe he will! All our war material should be of the character adopted by the age, and the Seven Days' War in Germany should give us a lesson in the machinery of campaigning as well as in armament, so that our management may be on a par with our breechloaders—and management means an efficient war department.

It is too late to consider whether efficiency was compatible with the arrangements of our fathers. Somehow or other, these did drag through, but they have had their bottom knocked out, and are past resuscitation. Progress does not imply going back, but forward, and we must proceed in the course we have begun; consequently, it would be idle to discuss the expediency of putting the Ordnance and the War Office under separate chiefs, and reverting to a state of divided responsibility. Indeed, the starting principle of reorganization must be a concentration of responsibility. Not only should the Minister for War remain Master of the Ordnance, but he ought to be also Commander-in-Chief. This is his position under the great military powers of the Continent, and foretokening shadows prepare us for the same eventuality here. In fact, the principle is already admitted, and, to some extent, is virtually acted on. The Commander-in-Chief makes no important appointment but through the Minister for War; and it is through the Minister for War he submits to the Queen his selections of recipients for honours; so that his sphere of independent action is very circumscribed. Fate has decreed that it must grow smaller by degrees till it totally disappears.

But we must not underrate the difficulties of amalgamation. They are greater in this country than under the military powers of

the Continent, because the War Minister is responsible to Parliament, while in France and Prussia, where the military service is the best organized, he is only responsible to the sovereign. Hence the French or Prussian Minister need be only a practical soldier, which he always is, whereas in England he must have some pretensions to be a statesman, and, consequently, is generally a civilian. Even when a soldier, there is no instance, since the inauguration of the present system, of the war department being headed by a professional Minister who has seen real service. It is true, General Peel possessed military rank, and showed that he understood the mechanism of the army, but his knowledge came from observation and aptitude, not from experience. He has never gone through the apprenticeship of a campaign. And, though we admit the benefits he conferred on the Army, we must apportion some of the credit of his administration to his successive counsellors, Sir Henry Storks and Sir Edward Lugard. Lord Panmure and Major Beresford had served in the Army, but were without practical knowledge of war, and had not General Peel's intuition, so both of them bungled and blundered. Never was so much money spent on our military service as under Lord Panmure, and never was so little done for the cost. With General Peel came economy and an era of improvement. His first administration gave us the Armstrong gun, and his last, the breechloading rifle. He virtually abolished flogging, that stigma of the British Army, raised the soldier's pay, and introduced provision for his recreation, instruction, and comfort. The path was smoothed to promotion, and the gate thrown open to honours. Here are great and admirable changes, enabling the recruiting-sergeant to hold out attractions which the humbler classes can find in no other calling. So much for a practical Minister for War. It leads us to understand what efficiency would result from having one chief, if the machinery, now so complex, could be adapted to such an arrangement. Is it possible to have fusion without confusion? The example of France and Prussia, and even our own experiments, tell us decidedly that it is.

What has been the effect of placing the Ordnance service under the War Minister, and abolishing the office of Master-General? First, we have made an enormous stride in the development of artillery. The old Ordnance Department did nothing. Its ambition was to remain stationary, keep the old guns and the old fortifications, and pooh-pooh any suggestion of change. Inventors were handed over to a committee of old fogeys, whom the great Duke called the "Woolwich doctors," and whose function was to put those troublers of Israel to death, either by a happy dispatch, or the lingering torments of suspense. The result was, that our artillery was in the same condition after forty years of peace, as when we closed a forty years' war. There had been a flood of inventors, but the Ordnance Department stopped the way

and kept them back. At last, we were surprised by a European war, and there was found to be a block somewhere, which impeded our whole action. Some asserted that it was at the Horse Guards, and some at the War Office, but nobody could lay his finger on the spot till the newspapers pointed to the Ordnance Department. Instantly the nation's eyes were opened. The vital organ of the Army, its provider and armourer, was in a state of congestion. Whatever else was wrong, here was plainly a radical infirmity, which must be attended to. Professor Gamgee declared there was only one mode of dealing with the rinderpest—it must be stamped out; and the country could think of no other treatment for the Ordnance Department. The institution disappeared, and with it the obstruction, improvements raising their head from that moment. The Enfield rifle and Lancaster gun heralded the way for Armstrong and Fraser in artillery, and the Snider breechloader and Boxer cartridge in small arms, while the Royal Carriage Department has supplied the army with the most thorough facilities for transport.

Nevertheless, the establishment needed for these purposes alone shews the difficulty of bringing our war service under one administrator. The Ordnance service manufactures the whole armament of the Army and Navy—that is all our guns and small arms, and all our ammunition, shot, shells, fuzes, rockets, and cartridges; also the means of transport, including every description of carriage, camp equipment, and pontoons; it embraces a large chemical establishment, a vast laboratory, and a storage of equipments, constituting a department of itself; it has charge of the fortifications at home and abroad, directs all engineering operations, and all experiments in gunnery, and is responsible for the barracks of the whole empire. Woolwich Arsenal will shew us something of what it has to do, and how it is done—in a way, we may boldly affirm, that no country in the world can equal. No one can walk through that labyrinth of industry, and behold the incessant action of its forest of shafts and its smoking furnaces, or hear the din of the mighty hammers and the whirl of the mightier machinery, without comprehending that he here beholds the right hand of our power. Nor is it possible to see this without perceiving also that every operation is under good management. Not only do we find the skilled artisan and the competent foreman, but each department is controlled by a scientific officer, who understands all its uses. Hence we may observe 5,000 men and 500 machines working at a thousand different tasks at one moment. On every side the eye meets some process of turning, moulding, boring, punching, shaping, or casting. But does this unity of the workshop pervade the whole Arsenal, or even one of its departments? Can Colonel Boxer scan the entire laboratory, or Colonel Clerke grasp the range of the Carriage Works? Undoubtedly this is done; for it is only through such supervision that the work is so efficiently accomplished.

There may seem to be less difficulty with the organization of the Horse Guards, but this is because the details are out of sight, and the public see only the working. The Horse Guards embraces three offices: the Military Secretary's, the Quartermaster-General's, and the Adjutant-General's, and ostensibly the controlling authority is the Commander-in-Chief. But the Commander-in-Chief is at least obliged to take counsel with the Minister for War, and on some points—and those points of importance—he is bound to take the Minister's orders. Even his selections for honorary distinctions are scrutinized at Pall Mall before they are submitted to Her Majesty, and must have the Minister's approval. Instances might be cited of names having been erased from the list, thus not only overruling the Commander-in-Chief's selection, but implying a rebuke. We do not say under what administration, either of the Horse Guards or the War Department, this was done, nor whether the measure was or was not justified by the selection. Nor shall we say that such a power should not be vested in the Minister as a check. But if it is a good element, why should the power stop here, and what necessity is there for a Commander-in-Chief at all? There is no Commander-in-Chief in France, and Sadowa was fought by an army marshalled by a Minister for War. The Prussian battalions, though numbering more than our combined force of regulars, militia, and volunteers, marched into hostile countries, with every equipment complete and every want foreseen, insomuch that they even carried planks to fit the piers of bridges which had been blown up. What a contrast to the march of our Life Guards from Aldershot to Hounslow, after a week's notice! Can we look upon the two results in any light but as showing the difference between a divided and a concentrated authority? And if the organization of our army is such that a regiment of cavalry is left twenty-four hours without supplies, when it moves from one part of the kingdom to another, how can it meet the exigencies of a European war? Some may consider that we have had enough of the Hounslow march, and don't want it dinned in our ears for ever. But we are rather too apt to take this view of our shortcomings. There is a great outcry for a time, and we make a nine days pother, when the affair blows over, and nothing is done in the way of amendment. The truth is, that in these cases it is a waste of time to go about asking whom shall we hang? The breakdown is not the fault of an individual, but of a system. There has been a great talk of our passion for routine, but what we suffer from is the want of routine, not its prevalence. Routine may be intricate, and require to be simplified, but, in any case, it does its work in the end. The characteristic of our arrangements is that the work is left undone. We have a chain of A, B, C, and D, but the movement of A fails to run through, and we stick in the mud at D—sometimes even at B. This is because we have no routine. Routine is to a department what the rail is

to a railway—it carries on the train; and there can be no despatch of public business where it is absent. Routine, in short, is method. If we find that A cannot reach D through B and C, what is the logical conclusion? Necessarily that B and C are in the way, and should be got rid of; not that we should abolish D. And if the War Department cannot keep the army in hand through the Horse Guards, it is the Horse Guards that will have to suffer. We can't abolish the army.

As we have intimated, the functions of the Horse Guards are manifold, and comprise all the arrangements for clothing, quartering, recruiting, and training the army, movements of regiments and reliefs, commands, appointments and promotions, transport and supply. Here is no lack of work, and everyone admits that the Commander-in-Chief has enough to do. No public authority —we had almost said no editor of a magazine—has to wade through so much manuscript. Think, for instance, of the reams of memorials he reads—or, at least, is expected to read. One of Taylor's vans would be too small to hold a year's accumulation of these documents, and they form but a part of his studies. He must certainly cast his eye over the minutes of court-martial, lists of selections for promotion, and the thousand and one reports and returns which come from the various branches of the service. Let us allow that most of this is brought before him in abstract, and the labour will yet be great. But it does not end here. Often the matter calls for inquiry, or entails a consultation, or involves reference to documents sent in before, and, though the formal answer is written by a secretary, the instructions for letters must be penned by the Commander-in-Chief himself. Yet all this is only the drudgery of the office. There is a good deal of manual work to be done—reviewing, inspecting, and holding of levées, visitations of camps and stations, and granting of interviews. It cannot be said that any of these duties are neglected by the Duke of Cambridge. He is astir early and late, and goes regularly through the round. Indeed, there is a general admission that our deficiency is not attributable to our functionaries, but to their functions.

Our army in Europe is less than that of a third-rate power. Belgium, for instance, maintains 100,000 soldiers; and Italy, a power of the second order, has a peace establishment of upwards of 200,000. But, far from diminishing their armaments, the Powers of the Continent are resorting to every method of increasing their force. Sadowa has more than ever established that victory will rest with the biggest battalions, and governments now recognize no limit to these but the population. It is everywhere recognized that such a condition of things not only renders peace insecure, but must lead to war; because vast armaments both provoke jealousy in neighbours and excite ambition and arrogance in their possessors. Thus the insolence of Prussia has become

a proverb. She is the Irish bully of the Continent, walking about constantly, and inviting everybody to tread on her tail. Sooner or later the challenge is sure to be accepted, and we shall have a Continental war. Will England be able to keep out of the struggle? Our doctrine of non-intervention would be a guarantee, if the conflict restricted itself to Central Europe. After allowing Prussia to dismember Denmark, which we were pledged to defend, and which we kept swearing that she would touch at her peril, we have no excuse for interfering between Prussia and France, when Prussia has to fight for her own. But unhappily Europe is in such a state of combustion that a fire on the Rhine will spread to the Danube and the Hellespont—perhaps even to the Scheldt. And it is idle to say that England can stand by, and feel no interest in this conflagration.

Intervention in a European conflict means that we must be able to put at least 100,000 men in the field at once. The days of small expeditions are over, and a little war in Abyssinia now demands a larger force than we sent in the old days to drive the French out of Spain. Yet it is manifest that we can spare no men from our home establishment. Probably we might manage with its present strength at home, resting on the militia and volunteers—both under a better organization, of course, and largely increased in numbers. But the 100,000 men for service in the field would have to be outside of this muster, a positive augmentation. This will bring on our War Department and Horse Guards more than double their present labour, and we know they are unequal to the strain. Nor is their inadequacy to be made up by patching. There must be a new organization, and everything should be viewed in relation to the expansions of the age, and the increased need of precision. It must not be forgotten that our administrative changes during the Crimean war hardly came to a trial. We had but just got up our force, when the French declared for peace, and we lost the opportunity of seeing how the War Department would come out. Croakers were not wanting, however, and there were stories afloat that made us glad to see our soldiers at home again. Like General McClellan, we could at least say the army is "safe." But our next European conflict can hardly afford us such favourable conditions as we possessed in the Crimea. There we were in alliance with the only power that could face us at sea, and which was also the greatest military power in the world; at the same time we were supported by the military resources of Turkey and Italy, and the passive co-operation of Austria, which obliged Russia to keep a large force inactive. We may have to enter our next contest with no other allies than the feeble countries we go to protect, and with all the conditions of our last struggle reversed. Thus Belgium is in danger from France, Holland from Prussia, Italy has shown that her sympathies are with Greece in the Eastern question, and, what is more

menacing, France has joined Russia in two dictatorial notes to Turkey. The only great Power from whom we could expect co-operation, according to present appearances, is Austria, and her adhesion is not to be counted upon; for we can no longer say that her policy is conservative. She is supposed to be willing to seize any opportunity of recovering her position in Germany, and a war to prevent Prussia advancing south of the Maine would probably find her on the side of France. At any rate, she looks to compensating herself in the east for her losses in the west and south, and she has room for expansion towards the Danube. The chances are that Austria will not be on our side.

No one will pretend that the War Department is in a condition to face such a conflict, yet the conflict is one for which all Europe is preparing, and which, though it may be averted, is more likely to come than not. Hostilities are expected about the time when England will be electing a Parliament under household suffrage, and the War Department may have to face this power and a general European convulsion at the same moment. There are different opinions as to the character of the new electors, but they are universally admitted to possess one quality—pugnacity, which will dispose them to rush into war, and they make no secret of their intention to remodel our army. We must not forget that it was the working-classes that drove us into the war with Russia, and the same spirit will be kindled by the spectacle of Belgium or Holland fighting for their independence against the same odds, and looking to England for succour. But the working-classes will no longer be only a mob: they will be a power in the State, and, under great excitement, this power will be exerted in a way nobody can foresee. One thing is certain, the new Parliament will be a stern master. It will tolerate neither inefficiency nor negligence, and somebody will be held responsible, where there is any collapse. The great defect of our service is that it allows responsibility to be evaded, so that it is difficult to fix a default, and the defaulter, when he is brought to light, is sure to prove a subordinate. But neglect in a subordinate generates a suspicion that there is some weakness in the chief. Disasters may happen on a railway through the negligence of a signalman, because there is but an instant for the signalman to act, consequently no time is afforded for a superior to see that he is alert. But this is not the case in military affairs. The chief of a department receives notice of the requisition his department is to meet, and we will suppose that he instructs the proper officer; but his responsibility ought not to end here. He should be a surety to the country for the efficiency of his subordinate, otherwise the department may as well be without a chief. We may expect a household-suffrage Parliament to establish this doctrine. With its constituents clamouring for economy, and pointing to the efficient machinery of their co-operative societies and trade-unions, it will not be satisfied to pay

a high salary to a chief whose department breaks down in its extremities. It was the custom of Napoleon to punish the chief in such cases, and this is the usage in Russia. The failure at Hounslow the other day was traced to a deputy assistant-commissary-general, who had been duly ordered to make the necessary arrangements; but surely it was somebody's business to see that he obeyed the order. We should place little confidence in the post-office if the delivery of our letters were left to the discretion of the postman; but a proper supervision imparts to the post-office the regularity of a clock, and we cannot doubt that it would exercise the same effect in our military service. The success is due to personal responsibility, which pervades the post-office from end to end, and the new Parliament will discover that the shortcomings of the War Department arise from the absence of this principle. Doubtless it is difficult to impress it on an organization of such magnitude, but we must remember that the organization of the post-office is equally colossal, and yet there the responsibility is thorough. The post-office is at work in every village of the United Kingdom, on every sea, in all our colonies, through the length and breadth of India—nay, of the world. This vast business is in progress every day, and hour, and minute, and nowhere does it fail. We talk of the intricacies of the War Department, but what are these compared with the fusion of our post-office with the posts of every country in the world, with the routine of its five daily deliveries in London, its thrice-a-day despatch on every railway in the country, its packet and ocean service, its division of postage with foreign and colonial post-offices, its receipt of money for money-orders, for deposit in the savings-bank, and for annuities and insurance. The work of the War Department, great and onerous as it is, seems insignificant by the side of this task. And it should be borne in mind that the post-office is no expense to the country, but adds about five millions a-year to the revenue, while the War Department entails a fabulous cost. Surely it is time to inquire, why one service can be so perfectly organized, and all its complex machinery brought under one head, while the other is so weak and divided. The contrast will immediately strike a democratic assembly, and we must look for an early change.

Is the War Department itself prepared—we will not say with any scheme, but any notion for its reorganization? About the principles to be adopted there can be no dispute, as all authorities agree that what we want is concentration and responsibility. In short, if we are to be in a position to meet the military powers of the Continent, we must resort to the system of the Continent, and put our military administration under one chief. The difficulty will not be greater here than in Belgium, where the government, as with us, is a constitutional one, and the Minister for War is changed with every change of minisitry. It is not imperative

that our War Minister should be an orator, as the Department can be represented in Parliament by an under-secretary, who, as he will have no professional duty, may be either a military officer or a civilian. The head of the Department should be a general officer, and there need never be a difficulty in finding a suitable one, whatever party is in power. We have general officers on both sides of the question, besides neutrals, and the Duke of Cambridge might serve with either party. The Earl of Longford is a proof that the army could supply a parliamentary under-secretary, though, as already remarked, this post might be filled as efficiently by a civilian as a soldier, perhaps more so. And the obstacles to a fusion of the various departments disappear on examination.

Thus the Horse Guards might remain as at present, under a military secretary, a quarter-master-general, and an adjutant-general, but it would lose the Cmmander-in-Chief, that office being vested in the Minister for War. So with the Ordnance, all its branches should be placed under one under-secretary, subject to the same authority. Here we attain at once concentration and personal responsibility. The Minister for War is not only the supreme, but the sole authority. He is directly responsible to the country for the efficiency both of the army and its administration —for his own acts and the acts of everyone under his control, to the humblest functionary. And this responsibility of the Minister will fix a like onus on every individual in the service. Under such a system, nobody would leave orders to take care of themselves, because nobody would have this latitude of action. The head of a department would understand that it is to him, not to one of his subordinates, that the Minister will look for the execution of the departmental work, and that on him will fall the odium—ay, and the penalty of any breakdown. We have not to create a new machinery, but to simplify that which exists, substituting a centrifugal motion for the wheel within wheel. This is the sum of the wisdom of all the authorities—give our whole war service one chief. Here statesman and soldier are of one opinion, and it is an opinion that commends itself to every practical mind. An organization which is already broken, by the abolition of the separate administration of the Ordnance, and which has shewn itself improved by the change, must be considered in a state of transition. Indeed, we are informed that the War Department constantly makes new encroachments on the Horse Guards, advancing on the domain of its eastern neighbour, like the sea on our eastern coast, and never giving up the ground it has won. But this is not a result to be desired, because it leaves responsibility more undefined than ever. The interest of the army and the weal of the country—things happily identical—require amalgamation as well as subordination, and the one is useless without the other. Why should not the

military authorities prepare a scheme which will effect the object? At all events, let them seriously consider what the scheme should embrace; for they may be assured that it will be one of the first undertakings of the new Parliament. S.W.F.

THE SPANISH ARMADA AND THE PORTUGAL VOYAGE.

(Concluded.)

We left Drake and Norris at Cascaes in no amiable temper, and though somewhat moderated by the lucky capture of the Easteiling fleet, the discord between them soon rose to such a height that any cordial co-operation was quite out of the question; but they agreed on one thing, which was that they must return to England. Accordingly they sailed on the 3rd of June, when nine Spanish galleys followed them, endeavouring to cut off any stragglers, but were beaten off. In accordance with Sir Roger Williams' idea, they "spoiled the sea coast" as they skirted it, and plundered Vigo. Here the fleet separated into two parts. The ships that were in the best order made their way, under Sir Francis Drake, to Plymouth, where they arrived on the 21st of June. The rest were at sea until July 3rd, under Sir John Norris, and if we may take the state of the Nonpareilla as a sample of the rest, it is a wonder that they ever reached England. Her gallant captain writes thus to Secretary Walsingham. It will be seen that in his distress he has forgotten to date his letter; but his thorough English spirit appears in his resolution to make "an Indies journey, thereby the better to abet [enable] myself to do Her Majesty service after my return."

"Most humbly craving pardon in that I did not write by Mr. Ashley,* the sickness taking hold of me that night caused my slackness therein.

"As concerneth the particulars of the journey, after our departure from the Groyne, I omit in that your Honour hath been informed by Mr. Ashley. There wanted not willing minds to put in execution any meet service against the enemy, with a great desire to have gone unto the Islands, had not God's visitation touched us with sickness, the like that we had after departure of the Spanish army the last year.

"For mine own part, I wanted no sorts of victuals for my companies, for that I had of mine own provision for 300 men for two months; notwithstanding, of near 300 men, there escaped but three only from the sickness, whereof my son was one.

*Anthony Ashley was a clerk of the Council, who accompanied the expedition, and furnished "My Lords" with formal reports of its progress. Some few of these which have been preserved, have been examined, but they contain nothing that needs quotation.

"I was forced to perform the Master's part from Bayona, for that I had never a man of conduct left in my ship but was vehemently sick, or dead.

"The extremities were great; 150 sick, beside those which had been sick, so as the whole were not sufficient to steer the ship and attend the sick; but God yielded me favour to bring home Her Majesty's ship with twenty-eight persons able to do work. Dead about 114.

"As the misery was great then, so it ceaseth not the continuance, as also the lack of money to comfort the diseased, wherein for mine own companies and followers I have yielded that succour my ability would stretch unto, being driven to sell a hundred pounds' worth of plate therefor.

"This journey hath cost me £1,000, the last year £800, so as now the little rest I have, which I gave my children if I had died, being £2,200, I mean by God's favour to employ with some other help of my friends upon an Indies journey, thereby the better to abet myself to do Her Majesty service after my return.

"Service might be done that way, observing the season of the year, with 1,200 men, that might get Her Majesty gold and silver, which is greatly needful here in England, the want whereof breedeth many inconveniences, as at this instant if mariners be not paid, sith they were pressed, and by proclamation published to have martial law if they failed, in that it was under Her Majesty's service and pay, I fear me it will move slackness when service shall require them—a matter in my poor opinion greatly to be regarded.

"When time shall serve, I will embolden myself the continuance of your Honour's favour unto Her Majesty, that I may have her permission for our journey.

"I most humbly thank your Honour for all your favours, and particularly for the causes of my iron mills. I can no ways shew myself so thankful as it meriteth, yet always such as my life and all the power that is or may be in me shall be at your Honour's devotion during my life.

"Plymouth, this —— of July, 1589.

"Your Honour's in all duty during life,

"Thomas Fenner."

What account Drake gave of himself we know not; indeed it is remarkable how few of his letters of this period are to be found; but Norris was ready with his pen, and he at once sent off his brother Sir Edward to Court, charged with communications for Secretary Walsingham and others. His situation was indeed an embarrassing one; his sick and dying men were about him, and he had spoil enough to meet all their demands, but he feared, as afterwards proved to be the case, that the disposal of it would be taken from him, which he justly regarded as discrediting him in the eyes of the world. To Walsingham he writes thus, evidently

looking to enlist him on his side against Drake, who enjoyed the powerful patronage of the Lord High Admiral. The case may, in a measure, be looked on as "Navy *versus* Army," the United Services not being known in the Elizabethan era.

"I trust your Honour hath already received news of the arrival of the fleet by letters sent from Sir Francis Drake, since which time myself, with four or five-and-twenty sail of the rest of the army came hither on Thursday, because we would the more perfectly and with better expedition understand Her Majesty's pleasure and my Lords of the Council in many points. We have thought good to dispatch my brother to attend their pleasure; so we humbly beseech your Honour to afford him all favour in the dispatch of his business. The chiefest matter that doth import us is, that it will please my Lords of the Council to allow that we may make sale of such goods as were taken in the hulks towards the pay of our soldiers, mariners, and other charges of the voyage, a thing that we take in reason and equity cannot be denied us, since they were taken within the King of Spain's territories. We rely upon your Honour's favour for our better and speedier dispatch, fearing lest we shall find some humours ready enough to cross us in this as well as in former matters. We are much afraid that Her Majesty will mislike of the event of our journey. It is true that, by reason of the extremity of the sickness, it is not succeeded as otherwise we had hoped it should, especially for our profits; but for Her Majesty's honour and the reputation of our country I trust there shall justly no fault be found in our actions. If the enemy had done so much upon us, his party would have made bonfires in most parts of Christendom, and if we shall disgrace our own doings we are unworthy of good success. It will please your Honour to take upon you the protection of us and the cause; and thus referring all things to my brother's report, and resting most devoted to your Honour's service, I most humbly take my leave. Your Honour's most assured at command,

"Plymouth, this 4th of July, 1589.

"J. Norreys.

From the following letter to his brother, it is evident that the Drake party had the best of it at Court.

"Brother, Mr. Ashley hath brought letters from the Council authorizing the Mayor of Falmouth and any justices to make sale of the goods from the hulks, and in his instructions he himself is authorized with Mr. Hawkins and the Mayor to make sale likewise, and to see the mariners and soldiers paid. Of us, not any mention, but that we should be utterly dispossessed of the goods, and discredited as not fit to pay our own men—a good reward for our service. We write to my Lords of the Council that by our commission we are authorized to make distribution of all prizes, which we cannot do if they be sold and the money received by others; that therefore

it will please their Lordships that ourselves may be trusted with the sale of the goods and payment of our men, alleging that would not be refused to the meanest person that had ever taken charge. This matter I pray you solicit with as much expedition as you can, and if it be not granted, I will quickly come and see you. The Lords write also that we should write our opinions what present service may be done, either for the Islands [the Azores,] or for St. Andero. You can inform them of the state of our forces, but we must be better used before I enter into any new service. I long greatly to hear from you, understanding that my Lord Admiral and his are in the same humour that we left them; and so in haste and pain, for I have been tormented with the stone, I will commit you to God. Plymouth, this 13th of July, 1589.

"Your most loving brother,

"J. NORREYS.

"I have written to Mr. Secretary as you wished me, and send my provisions into Flanders, but I am sorry you are so soon come from the Court."

The following, no doubt, is the letter alluded to. Walsingham submitted it to Burghley, and he has marked "apostilles" as they were called, in the margin, (which we print as foot-notes), ordering letters to be written to call Mr. Mayor and his coadjutor to account.

"It may please your Honour, the pluralities of commissioners appointed for the sale and oversight of these goods have brought us into such confusions, that of corn and other commodities that would have been worth £10,000, we shall never make one quarter, for the Mayor and Mr. Hawkins, who carry the greatest sway in the town, under the colour of their authority, do hinder both town and country from buying of any thing, to the end to bring all things to base prices, and then to take them into their own hands. The like course is held at Dartmouth with the Mayor and such as my Lord of Bath appoints to deal in this matter. I beseech your Honour that there may be speedy order for it. It may please your Honour also, that whereas Mr. Hawkins and the Mayor have received from Her Majesty and us above £12,000 for the supply of victuals and pay of the debts,* I can assure your Honour that the Army hath never received thereof the worth of £1,000, and whereas I was a mean that some of the money might be employed for paying for furniture in Flanders at our first coming hither, inquiring after his account, he alleged £500 laid out for furniture, which now, upon the receipt of your Honour's letter, he is fain to deny, and saith the money is laid out otherways—whether he is a fit man to receive the profit of these prizes into his hands, your Honour may well judge. In end, by their devices they keep us that not one penny is to be had for pay or transporting our soldiers, or rather of our sick men,

* "Letters straitly charging the Mayor and Hawkins to make account to the Commissioners, and to send it to the Court."

the number whe eof increaseth daily. I therefore pray your Honour that some letters may be written to the justices hereabouts and the Mayor, to advance what they may, the selling of this corn,* which would be a great benefit to the country, for themselves will confess that if these ships were not here, corn would be sold at six shillings the bushel, and we offer it at ten groats, and rather than fail at three shillings. And thus attending your Honour's pleasure I most humbly take my leave. Plymouth, the 15th of July, 1589.

"Your Honour's most assured at command,

"J. NORREYS."

Though not able to render all the service that was required, Walsingham was evidently looked on by Norris as a sincere friend. He accordingly writes freely to him, and expresses his intention to abide by his advice. The "we" throughout these latter letters we must remark, mean only Norris and his friends. Drake was evidently at daggers drawn with them, and we can only wish that we had his explanation of matters which seem to bear hard on him. The point is one of considerable interest, which we commend to the notice of any future biographer of the first English circumnavigator.

"It may please your Honour, We have sent their Lordships somewhat more particularly our answers to Mr. Ashley's† instructions, wherein we trust their Lordships will consider the great trouble and time that so great business doth require. The army is now thoroughly dismissed, the companies delivered to their new captains, and order set down for their transportation, so that nothing now remaining for me to do in this infected place, I intend to repair towards London if I have no other direction from your Honour.

"Amongst the other directions, under correction, we think that very hard, that the remain of our munitions be taken from us; but those and all other crosses and disgraces I will, according to your Honour's advice, patiently endure till I may answer for myself, when I doubt not but to shew myself such as the place I held required. Till then I beseech your Honour not to alter your accustomed good opinion of me, at whose service I rest altogether devoted, and so humbly take my leave. Plymouth, this 25th of July, 1589.

"Your Honour's most assured at commandment,

"J. NORREYS."

A rough draft of a letter of thanks to the Generals exists in the Public Record Office, but it is so interlined and altered as to be almost undecipherable. It has no date, and there is nothing to shew whether it ever was dispatched or not.

The following list of officers who perished in "the Portugal Voyage" shews that many more fell by sickness than by the sword.

* "Letters requisite to the Commissioners, and to certify what they sell."

† The clerk of the Council, already mentioned. He was now employed to adjust the accounts.

By referring to the letter of Sir Roger Williams and Captain Thomas Fenner, it will be seen that the mortality from the former cause was truly frightful, and it by no means ceased with the return of the fleet to England; on the contrary, it raged so violently, that a proclamation was issued forbidding persons who had been on board coming to Court; it is probably this that Sir John Norris alludes to, when he says that he shall repair to London if he has not Walsingham's directions to the contrary.

"Slain at the battery of the Groyne, Captain Spencer, Lieutenant of the Ordnance.

"Shot walking about the town, and died after, Captain Younge.

"Slain with the fall of the wall by the mine, Captain Sidnam.

"Slain at the overthrow of the Spanish camp at the bridge, Captain Cooper, Corporal of the Field.

"Slain at the landing at Peniche, Captain Pewe, (had no charge).

"Slain at the sally at Lisbon, Colonel Brett, Captain Earsey, Captain Carre.

"Hurt in the arm at the sally, and died of it, Captain Chechister.

"Slain or taken with the galleys, Captain Winshawe.

"Drowned running from the galleys, Captain Caverlie.

"*Died of Sickness.*

Sir James Halles.	Captain Barnishe.
Captain Umpton.	Captain Morgan, junr.,
Captain Philpott.	Captain Palmer.
Captain Morgan.	Captain Higate.
Captain Dockra.	Captain Finche.
Captain Fulforde.	Captain Newton.
Captain Younge, jun.	Captain An. Samson.
Captain Harte.	Captain Kingswell.
Captain Burkitt.	Captain Modie.
Captain Stutfeilde.	Captain Prideux."
Captain Eaton.	

We have said that Walsingham had his "own correspondent" in the expedition. This was Ralph Lane, a hardy voyager, who visited Virginia in 1585, and was muster-master-general in the camp at Tilbury; his position was the same on the present occasion. It is evident that he was a shrewd observer, and his letter, though rather long, is well worth reading.

"Right Honourable,—If I had been as sure of a trusty messenger to have committed my letters which I sent to your Honour from the places of our service as it stood me upon to be well assured of, I would then have been bold to have filled the same with special advertisements to your Honour of the courses of our proceedings and counsels of the same—matters in truth fitter for your Honour's privacy than advertisements of base events of actions, which every common person that had been present at the same, and had comen over, could have as well advertised your Honour by word

of mouth, as myself could have done by letter. But forsomuch as abroad I could not do this truly and plainly without offence to the Generals, and consequently not without prejudice to myself, I deferred the same till my return (if ever), resolved then at the full to discover to your Honour by writing and words even the bowels of my conceit in all the particularities of this past service, the rather for that I understand since my coming home by my nephew, Robert Lane, the bearer hereof, that your Honour found yourself in some special sort satisfied with the contents of my advertisements from the Groyne. To the which, if I had durst, I would then have added these notions which now (because by the Proclamation I am neither sound enough in my person nor cleanly enough in my apparel to wait upon your Honour either in Court or at home to deliver my speech,) I will not fear with many faults to trouble your Honour with the reading of.

"I would therefore from the Groyne, besides the events of our actions there, first and principally have certified your Honour by the likelihoods of our courses and counsels what probable conjecture might be made of the success of our emprised actions, when courses set down in paper to your Honours were nothing at all in action put in exercise; the squadronage of our fleet set down by the two Generals at Plymouth, (the order whereof was sent to my Lords of the Council in a book fair written), and yet the same in the whole process of the service no more put in any use from the first day of our setting sail out of Cawsand Bay until the day of the galleys' attempt upon us near Cape "Pytcher,"* neither then, afore, nor after, than if never there had been any such matter thought of, which gave the galleys such an advantage against us as, if the Almighty had not taken their senses and courage from them, not four, but forty of our fleet must have burned and sunk in the seas before our eyes as these others did, without possibility of any rescue by mean or provision of order whatsoever.

"I would also have advertised your Honour that at our first landing at the Groyne, having, the third day of our arrival, most happily and in truth most honourably to the glory of God, honour of Her Majesty, reputation of the Generals and of our nation, won the base town by assault at land and sea, and in the same sacked and spoiled an infinite magazine of the enemy's, burned such shipping as there we found in harbour, having in like sort there lighted upon a store to have supplied our fleet with all provisions to be wished for of victuals, with all tackling or what else a navy could have need of in abundance, even for the pains of carrying it aboard, and in the end, to the frustrating of all this, and that no use might be made of it, we did sit down with our army about a walled town garrisoned with eight companies of soldiers. We planted a battery against the same upon the land side, and to the sea left it open every day in despite of us to be refreshed with new men, munition

* So in the original. What place may be meant we know not.

and victuals at their pleasure, by means of two galleys, which we could not cut off from the first to the last. And by the means of this idle vain siege, not only to give our men leisure to spoil themselves with drunkenness in a most plentiful town, and to take their lanes to their ensuing destruction, but also to give time to the enemy in the country within two leagues of us to gather head for an army to have cut all our throats at our reimbarking, if God in His mercy had not in the end blessed the General with a most happy victory in the battle of Ponte Burgos, which, with a notorious spoil of that part of Gallicia, being the most peopled and best province of all Spain, might, in the beginning, with greater damage to the enemy and less adventure to ourselves, have been more safely performed.

"I would in like sort further have advertised that our landing at Peniche in Portugal, bravely and happily, by the mercy of God, performed, and that most particularly by the Earl of Essex and the Colonel-General two hours before the General (upon whom myself amongst others with my skiffs and companies attended) could take land, notwithstanding all the uttermost endeavours he and all we could make. The town and castle yielded the first and second day, and without leisure given to the King, Don Antonio, to publish his arrival to his friends within the realm to give them means to rally themselves together for him, the very third day we marched towards Lisbon, and upon a bare word given by Sir Francis Drake that he would without all fail pass St. Julian's and meet us with the fleet at Lisbon, the army to have thrust itself most valiantly into the suburbs of the said town, and in the end of three days finding that he came not, and ourselves in want of powder and match to maintain a fight half a day against the enemy if he should offer it unto us, neither being provided to tarry three days longer for any good fortune, which I protest to your Honour I did, as it is well known, advise before the General, contrary to the opinions of all the rest of the Colonels then called to council, with haste enough we marched to Cascaes, the castle whereof did after yield itself, and so concluded all our former travails and adventures with just nothing.

"And now I humbly crave pardon of your Honour if I have at the present been over tedious to the same. But truly, Sir, the inward grief that presseth even my bowels to have seen with mine eyes so honourable and great opportunity (by God His mercy) offered for Her Majesty's safety and greatness, and for the damning of the forces of so puissant an enemy as the Spanish King, the pique to be continued with great facility, yea, and to Her Majesty's benefit with due foresight, all to have been omitted and now utterly lost by two so overweening spirits contemning to be advised and disdaining to ask advice. Besides through that humorous mind with misery [miserliness] and covetousness, an unvaluable [not to be valued] spoil of soldiers,

especially of commanders, captains, lieutenants, and serjeants, poisoned with ill and most unwholesome provisions for victuals tolerated by them. All which, since it hath pleased the Almighty for His mercy to have suffered me, amongst a number better than myself lost in the voyage, to have thus passed through, I find myself even bound in conscience before the Almighty in my loyalty to Her Majesty and zeal to my country, as also in the sincerity of my affection to your Honour, not to conceal from the same my knowledge touching the premisses, to the end that by like overgreat and full authority hereafter to be laid upon one or two Generals whatsoever, without restraining them to seek a council for the wars of principal officers and commanders in the Army, as by former most worthy presidents, the greatest Dukes of this land have heretofore in the like actions been enjoined to use, the like inconveniences hereafter may not ensue, which the Almighty in His mercy turn from us, who evermore bless and preserve your Honour. From London, the 27th of July, 1589. Your Honour's humble and most assured during life,

"RAFE LANE.

"Postscript.—I humbly beseech your Honour that this my frank advertisement may by your honourable care not turn prejudicial to me, but by your wisdom may be turned to the service of Her Majesty and benefit of the commonweal, for which wholly (I protest) of my part they are meant, as also not to suffer your Honour to be unacquainted with the certainty of all our courses from the first to the last, howsoever in the common report to the world they otherwise seem to have been carried."

The records make no special mention of what became of the soldiers and sailors of this unfortunate expedition, but Stowe tells us, "some went into Barbary, some into France, others into Flanders, and the rest came to Plymouth, where they had five shillings in money and their furniture allowed them." Strange to say, this handsome allowance of a shilling a month failed to satisfy the unreasonable fellows, and "after performing many unruly pranks in divers shires, they began to plot how they might achieve some special act to relieve their present want." For this end they planned a raid on Bartholomew Fair, and 500 of them accordingly assembled in Westminster. But the Lord Mayor was equal to the occasion, and marched 2,000 armed citizens to Temple-bar, at sight of whom "the rabble rout dispersed and was gone." Their "unruly pranks" had already brought summary punishment on several of them in the neighbourhood of London, as Stowe tells us, and of one being hanged on a sign-post at Kingston, "for a terror to the rest;" but as this did not have the desired effect, and "many men misliked of their doings," seven more were executed in London two days after. Two of these suffered in Smithfield; but it was not the terror of the law that averted the sack of the merchants' booths in Bartholomew Fair, that was the work of my

Lord Mayor, Sir Martin Calthorp. He had already received the honour of knighthood, not so common then as now; but whether his activity on this occasion gained any official acknowledgment, we know not.

MEMORANDA, HISTORICAL AND GEOGRAPHICAL, ON ADEN.

By Lieut. C. R. Low, (late) I.N.

In the unbroken chain of outposts that girdle the globe, the military station of Aden forms one of the strongest links, and I now propose to give a general sketch of this most interesting place, which may some day play no inconsiderable a part in the great struggle for supremacy in the East; for I suppose in the natural order of things mundane, "some day" the war cloud will burst over our heads, and the war fever rouse to arms ourselves or our countrymen of a future generation, much as it did "in the days when George the Third was king."

For upwards of three years the writer had the unhappiness of being attached to one or other of the ships of war of the late Indian navy on the Red Sea station, and as Aden was the head-quarters, he had ample means of judging for himself of its capabilities.

Aden, which lies in 12 degs. 52 mins. North Lat., and 45 degs. 5 mins. East Long., has been frequently likened to Gibraltar, to which, indeed, it bears a great resemblance, both on account of its enormous strength and its rough outline; when viewed from a distance however, like many other general resemblances, the fancied likeness vanishes on a closer survey, for Gibraltar is situated at the foot of its precipitous cliffs, while Aden lies in the hollow of an extinct crater.

Officers and others journeying out to India may pass through Egypt, even through Cairo, without being much struck by the sight of anything around; but there is that about this strange mass of rock that projects so grandly into the Arabian Sea that must arrest the attention of the most unobservant or unimpressible of passers-by.

Howard Russell, the *Times* correspondent in India during the Mutiny, wrote of it amusingly enough. I shall transcribe the passage, as it is a good specimen of his picturesque style, though to any one who has resided any length of time at Aden, there are some errors in his clever, rattling account, errors that are pardonable in "special correspondents," who can only give a few hours in "doing" any place while *en voyage*.

"Early this morning, saw in the distance a line of crags, like sharks' teeth, rising out of the water. These resolved themselves into sharp saw-back ridges of rock, cliffs, and peaked mountains, of

rich rufous and Vandyck brown, streaked with red and black, as we approached. Surely here are Vulcan's workshops! Here Brontes, Stereopes, and Pyracmon have cleared out their cinders since the days of Saturn; here are the dust and ash-heaps of the Cyclopean forges. Not one little tree—not one blade of grass—not one patch of verdure the size of a man's hand! The eye seeks the summit of those tumuli, in expectation of the smoke of the subterranean fires in which those rocks were melted and cast out in beds of scoriæ and ashes. The blue sea seems actually to fizz at the base of these tremendous hills of slag, and to boil and splutter as it heaves against them. High in the air, on the top of the highest peak, a flag is flying from a lofty staff. The old Union Jack is flaunting a welcome to us; a house which looks like a child's Noah's ark can be detected near the staff by the curious. Round by bluff and sloping sheets of ashes, we glide swiftly; here and there white straight lines run across the ravines, which seem to topple over us. These resolve themselves into walls of solid masonry. Tunnels and archways are seen high up amid the crags. A round building of stonework, with black specks on the flat roof, looks very like a fort; and see! as we round the point and run into the shallow bay before us, there is another house, from which the dull black eyes of the cannon are staring right at you. The bay holds some half-dozen merchant-men, most of which show French colours; a flotilla of Arab dhows, an odd-looking steam-sloop, and a small armed schooner. The cinders seem to have been shovelled away to form this bay. Before us there is a row of three or four white houses, one story high, thatched with reeds, rising out of ashes, and backed by mountains of cinders. Here and there the cinders rise in cones over the bay, and on the top of those cones are perched some half-dozen isolated houses; one or two huts on the beach complete the public and private buildings of the port; but the military station is perched in an extinct crater, about three miles away, where it is nearly as hot as if the volcano were in full activity.

"Travellers have sought in vain to convey to their readers their impression of the extreme aridity and desolation of Aden, because there are no words which can give an idea of a settlement of human beings fixed among a series of extinct volcanoes. I thought as I looked at it that I felt very much as a thirsty fly would feel who had suddenly dropped down on the coking establishment of some great railway company, with this difference, that I could not fly away."

What first strikes the visitor as he surveys the promised land from the decks of a Peninsular and Oriental steamer or government transport, is the rugged promontory that juts boldly out into the sea, forming certainly the most remarkable feature on the south coast of Arabia. This rocky headland is called Jibbel Shamsham, from the turreted peaks on its summit. It is of limestone formation, the most elevated point being some 1776 feet above the sea. It extends five miles from east to north, by three miles in breadth, and its

southern point is called Ras Sinailah by the Arabs, and Cape Aden by us. Numerous rocky points project from Jibbel Shamsham, forming an anchorage for small native craft.

In the cool season—pardon the expression, I mean the season when life is perhaps supportable—some of us more energetic midshipmen used to scale the dizzy height of Shamsham, take luncheon on the small plateau at the top, where, in a comfortless hut, perched on the very brink of the precipice, two native signalmen resided for the purpose of repeating the "number" of any merchantmen, or firing an old six-pounder, or burning a blue light when the mail steamer hove in sight. All the way up the rugged path on the side of old Shamsham there were to be seen the remains of ancient fortifications and other buildings; the road is built in a zigzag direction about 10 to 12 feet broad, and was constructed many centuries before our occupation of the place.

Two miles to the east of Ras Sinailah is Ras Marshigh, which forms the south-eastern extremity of the peninsula of Aden. The next point of importance is the small fortified island of Sirah; it commands the eastern bay and town of Aden, is of a triangular shape, and some 600 feet in height. The island is half a mile long, by 600 yards broad, and at low water, owing to the filling up of the sand, it is connected with the mainland. When the British conquered Aden, there were some ancient fortifications on the summit of this islet which have since been greatly strengthened, and also three reservoirs of water. The anchorage on this side of Aden is unsafe, owing to its being totally unprotected from the easterly winds; but from June to August, during the prevalence of westerly breezes, it forms a good harbour, having from five to eleven fathoms of water.

The chief port is round on the western side of the peninsula, and is formed by the projecting headlands of Jibbel Hasan on the mainland, 1237 feet high, and Jibbel Shamsham on the peninsula. This anchorage is called Bander Tuwayyi by the Arabs, though among us it is known as Aden Back Bay. It is about eight miles broad from east to west, and four miles long from north to south. The entrance between the two extreme points, called Ras Salil and Ras Tershein, is exactly three miles and 750 yards wide. These promontories enclose a truly magnificent bay, in which a large fleet can anchor with perfect safety. On the Aden side there is an abundance of water, some five fathoms deep, but it shoals towards the mainland, where it leaves a large sandy flat at low tide. The tides are strong and irregular. Connecting the peninsula of Aden with the mainland is a narrow isthmus, known to the Arabs as Darub-el-Arabi, and somewhat less than 1,000 yards in width. By this all the supplies are brought from the neighbouring country, and it is a pleasing and picturesque sight to watch the long train of camels defiling into the town. The isthmus is very strongly fortified, and like the Main Pass, or Bab-el-Yemen (the Gate

of Yemen) which gives ingress to the cantonments from Steamer Point (as the harbour side of the peninsula is called), is always held exclusively by a detachment of European troops. The Bombay sepoys, who form the greater portion of the garrison, keep guard over other posts; but these two positions, as being the only vulnerable points in the defence of the town nestling at their feet, are guarded by white troops only.

In an old map, there is laid down a causeway connecting the peninsula with the mainland, from which there can be little doubt that the former remained an island until a very recent date.

There is a small island, not far from the landing place in Aden Harbour, or Back Bay as it is also called, known as Flint Island or Shiekh Ahmed, where we used to drill our men and go through the manœuvres of effecting and repelling a landing of an enemy. The sailors were at one time armed with cutlasses, and were supplied with several rounds of blank ammunition for the mimic fray; but they grew so animated in the mock business that on one occasion a regular free fight ensued; several men were injured, and one midshipman nearly lost his arm through some sort of projectile fired by one of the seamen, and which traversed the limb and necessitated his ultimate return to Europe. After this the sham-fights were discontinued.

Captain Haines, of the Indian navy, the first political resident at Aden, communicated in 1839 an interesting paper to the Geographical Society, on the peninsula and the south-west of Arabia, to which I have made reference. Within the Gulf of Aden—by which I mean to indicate the waters between the meridian of Cape Guardafui and Bab-el-Mandel—easterly and north-easterly winds may be expected during the first three months of the year. The thermometer then ranges from between 70 degs. to 80 degs. Fahrenheit; the weather is fine, and there are occasionally slight showers, though sometimes years elapse without a drop of rain falling to relieve the arid character of this parched-up rock—without a blade of grass—on which so many of our countrymen are condemned to while away some years of banishment. In April and May the wind is generally from the southward and eastward; in the former month the weather begins to get warm, the thermometer showing a temperature of about 86 degs., while in the month of May the heat is excessive, ranging in the shade between 90 degs. and 100 degs. The dews at night are very heavy. June is an unsettled month, though still very hot, and in July and August there are often thick fogs, but no cessation of heat. September is very sultry; long periods of calm prevail, and the mercury, so constantly consulted by the perspiring British officer, still shows a medium of 95 degs. The rest of the year it is much cooler, and life may be said to be endurable—it can never be enjoyable—in this "God-forsaken" peninsula.

The south-west monsoon blows out of the Red Sea in a southerly

direction, and at Ras Assair, or Cape Guardafui, it blows with considerable violence across the Gulf of Aden.

The great work to which reference is so often made in books of modern travel relating to countries adjacent to Aden is the "Periplus Maris Erythræi." The object which its author proposed to accomplish is very similar to that which Horsburgh has in more modern times performed. It treats in plain unaffected language of the ports of the Red Sea, Eastern Africa, Arabia, Ceylon, and India, and of the commerce of each, and is a treatise that must have been of great service to the merchant-sailor of the olden times. The Periplus has been always ascribed to the historian Arrian, and bears his name, though learned men differ as to its authorship and the exact date of its publication. It is in this same work that the author speaks of Adule, or Adulis, a Greek settlement situated in Annesley Bay, where in all probability before this paper sees the light, British troops will land to rival by their discipline and valour the famous martial race that have given an additional interest to this obscure spot. The site of the ancient Adule, the ruins of which were discovered by Rüppell, is now called Zulla, and is some thirty miles to the southward of Massowah. To return to Aden.

Little authentic appears to be known of its early history. Ptolemy speaks of a place which he styles Arabiæ Emporium, on account of the whole trade between India and Egypt passing through it, and the author of the Periplus states that a little before his time Arabia Felix (as the town as well as the district in which it was situated was called) was destroyed by the Romans, from which it may be inferred that he wrote his work early in the third century, for the legions of that nation penetrated to the extreme south coast of Arabia in the reign of the Emperor Severus, in A.D. 198 or 199.

The learned Dr. Vincent, in his "Commerce and Navigation of the Indian Ocean," writes of it as follows:—"The capture and destruction of this city a short time previous to the author's (Arrian's) age, would be a natural consequence of the progress and extension of the Roman commerce from the Red Sea to India; and as Claudius collected a tribute from the maritime towns of Arabia, it is natural to suppose that he was the Cæsar mentioned in the Periplus who ordered this place to be destroyed, for the purpose of suppressing every power that might interfere with the Roman commerce, or divert a share of it into its ancient channel. It is true, this must have been an act of oppression upon Charibael, who was the ally and friend of the Roman emperors; but far greater sacrifices of their justice to their ambition occur in the history of those sovereigns of the world."

It is to be presumed that the Romans occupied the peninsula after first destroying the settlement, for in the fifth century it was the Roman emporium for the Indian trade.

Captain Playfair, the Assistant Political Resident during the term that Major-General Sir W. M. Coghlan, K.C.B., was in civil and

military command of the station, has, I believe, collected and published in the form of a book a good deal of information regarding Aden, though I have not had the advantage of perusing his work. From other sources I have gathered the following particulars of its history since the time of the Romans.

Aden or Eden, which is the Arabic term for the emporium of the happy Arabia, is supposed to have been founded, and was certainly ruled by the Himyariotes, a Pagan dynasty, which, after ruling for centuries in Yemen, was, at the birth of Christ, in rapid decline. These princes, it would seem, covered it with magnificent buildings, mosques, and baths, the relics of which were explored two hundred years ago, and erected the little forts, the ruins of which still crown the hills. Even in A.D. 572, the place was still powerful enough to require and execute the gigantic reservoirs, formed by excavations in the solid limestone rock, and which are so stupendous, that some forty years ago it tasked the strength of English engineers to clean them. These reservoirs, fifty in number, will contain, it is estimated, thirty million gallons of water—a most valuable supply in case of an attack from the sea, by a superior naval force. Such magnificence in works of primary utility bear evidence to the former commercial greatness of Aden, a greatness that will, without doubt, be but as a shadow to the importance it is destined to acquire in our hands as the emporium of trade in those waters, and the key to the Red Sea.

The Peninsula was conquered in 525 by the Abyssinians, then, as now, ruled by a Christian dynasty. Of the three Christian bishopricks which existed in Yemen before the birth of Mahomed, Aden was one, the others being Nejerau and Dhafar.

This dynasty, however, lasted only fifty years, being expelled in 572 by the Persians, who excavated the magnificent reservoirs. The Persian satrap, who ruled in Yemen, was almost independent, and became one of the earliest converts to the creed of the Prophet.

Captain Playfair asserts that one of the Lords of Yemen, whose capital was at Aden, crossed Turkistan, invaded China, and left a colony of 30,000 Arabs, in that distant country, which certainly seems an unparalleled feat of arms.

Lieut. Wellsted, in the 2nd volume of his "Travels in Arabia," states, that in the eleventh, twelfth, and thirteenth centuries, Aden maintained an extensive trade with India and China, and was then the entrepôt of the riches of the East. In the thirteen century Marco Polo, who visited Aden, found it under the authority of the native Imaum, who, he writes, had sent 3,000 or 4,000 camels to assist at the siege of Acre in A.D. 1200. In the sixteenth century the town appears to have reached the height of its greatness. In order to maintain the trade against the Portuguese, the great pioneers of geographical discovery in the East, and then in the palmiest days of their naval supremacy—for they had rounded the cape of storms, and made their appearance in India—Sultan Gury,

the last Mameluke sovereign of Egypt, and the Sultan Soleiman the First, called the Magnificent, took possession in 1530 of the various ports in Arabia, and passing the Straits of Bab-el-Mandeb, obtained possession of Aden by treachery, the Turkish Admiral, Isliman Pasha, hanging the hereditary Sheikh at the yard-arm of his ship. To dispossess the Turks of these acquisitions, the Portuguese equipped a naval force under the renowned Albuquerque, who, however, no sooner saw Aden, than he perceived the difficulty of conducting any operations against it. The result justified his anticipations, for he was eventually compelled to retire without having made any impression on it.

Aden rapidly declined from this date. It owed its greatness and importance to the fact that eastern trade flowed through Egypt into the flourishing republics of Genoa and Venice; the discovery, therefore of the route round the Cape inflicted a blow, from which it did not recover until it fell into our hands.

Between 1566 and 1574, during the reign of Sultan Selim the Second, a revolt broke out in Arabia, which eventually led to the entire expulsion of the Turks from Yemen, and the re-establishment of the Imaums, whose capital was at Sanaa, near the Straits.

As usual, however, the Mussulman regime destroyed civilization, and dynasty plundered dynasty till the entire province was divided amongst petty chiefs, whose sole bond of union was their love of plundering each other and the world.

In 1728 the chief of the Abdali tribe of Arabs contrived, by a little well-managed treachery and a few murders, to oust the Imaum, and secured for himself a separate sovereignty, comprising the district of Lahedj, and the Peninsula of Aden. At the time Niebuhr travelled in Yemen, between the years 1730-40, he mentions that Aden had become independent of the Imaum, whose authority, however, was still supreme at Mocha, and over Yemen generally.

The first act of sovereignty of the Chief of the Abdali was to ruin the port by the most unbearable import duties, which drove away all traders, and speedily reduced the town to a petty village. While in this miserable plight, the once prosperons Aden was sacked over and over again by hostile tribes, principally the Foudhelis, until the inhabitants, reduced to utter destitution, took to piracy. The change of manners saved the last remains of the population. Matters could, by no possibility become worse, so they mended.

In the year 1837, the pirates robbed a pilgrim ship laden with Indian devotees, among whom were some native ladies of influence. The Bombay Government demanded immediate reparation for the outrage, and as the trade of the Red Sea was increasing, offered to purchase the peninsula of the then Sultan, Al Hasan, an indolent, almost imbecile, potentate, who resided mostly at the town of Lahedj, situated some twenty-five miles to the north-eastward of

Aden. The Sultan consented, and on the 23rd of January, 1838, completed the bargain for 8,700 German crowns a year. The agreement having been signed, the noble savage—after the manner of his kind—refused to comply with any of its items, and fired on a British ship without warning or provocation. This was too much to stand tamely, and as at that time the anti-annexation fever had not broken out, and as the Governor-General was something more than a Secretary of State's clerk to register his political acts, a force was fitted out at Bombay to seize the town, "vi et armis."

At this time the Abdali tribe numbered some 10,000, of whom 1,000 warriors made preparations for the defence of their stronghold. The squadron consisted of Her Majesty's ships Cruizer, 16 guns, and Volage, 28 guns, Captain Smith, who was senior naval officer, and in command of the expedition, the Hon. East India Company's corvette Coote, of eighteen guns, the schooner Mahé, a mortar boat. There were also some transports carrying the troops commanded by Major Baillie. These consisted of 300 men of the 1st Bombay Fusiliers; 350 men of the 24th N.I.; 40 European Artillerymen; 60 Native Artillerymen and Pioneers.

The expedition arrived off Aden on the 16th January, 1839. The same evening Commodore Smith received a letter from Captain Haines, the political agent, informing him that all negotiations on his part had failed; the Commodore then communicated with Major Baillie, and they decided on attacking the place forthwith. The 17th was spent in drawing up the plan of attack, and in making preparations. On the morning of the following day the squadron weighed, and proceeded to the front of the town. On standing in towards the island of Sirah, a fire was opened on the Volage with musketry and several large guns.

As the corvette Coote and the transports had not yet arrived, she hauled off and achored for the night. On the morning of the 19th, the Commodore made the signal to attack, and the troops were directed to be held in readiness to land in two divisions; at half-past nine the Volage anchored with a spring on her small bower-anchor at about 300 yards distance from the lower battery on the island of Sirah, and at the same time the schooner Mahé took up her position to the southward of the island.

On first standing in, the enemy opened fire with their great guns and musketry, but the frigate being laid so close to the shore, the guns on the heights were rendered useless, and the shot fired passed over the squadron. At 10 o'clock, the Cruiser anchored and opened on the flank of the shore battery, doing good execution.

During this period a heavy fire was kept up from the shore, but in a short time two of the guns in the lower battery were dismounted, and most of the gunners were driven from the remainder; they, however, took shelter behind the ruins of the batteries, and kept up an incessant fire of musketry on the squadron. The Arabs in the lower battery—although it was nearly knocked to pieces—

fought their guns with great obstinacy. At this period fire was opened on the tower and batteries on the heights, which were filled with men armed with matchlocks, and in the course of an hour this tower, though 80 feet high, and strongly built, was a mass of ruins.

About 11 o'clock, the corvette Coote anchored with the second division of the troops, to the southward of the island of Sirah, and opened upon the town with her 32-pounders. Finding the firing had not ceased from the lower battery, the Commodore directed the little Mahé to proceed to the end of it, and endeavour to drive its defenders from behind its protection by musketry. This service, Captain Smith says in his despatch, was performed by her commander, Lieutenant Daniels, in a most gallant manner, and her executive officer, Mr. Nesbitt, midshipman, was severely wounded.

The firing having now almost totally ceased, Captain Smith gave directions for the boats of both divisions to land. Lieutenant Dobree, who had charge of the first division, Mr. Rundle, mate, and a quarter-master of the Volage were the first on shore, and made for a 68-pounder, still worked by some Arabs. A matchlock was fired at the quarter-master, who immediately cut his assailant down, and Mr. Rundle then planted the ensign on the soil of Aden, the first time the old flag ever floated on this now world-renowned spot.

So completely were the enemy driven from all points, with the exception of the island of Sirah, that the whole of the troops landed with the loss of only two men killed and three wounded.

As a partial firing was still kept up from the island, the Commodore directed a party, consisting of Lieutenant Dobree, who had returned to his ship, Messrs. Stewart and Rundle, mates, with a party of seaman, and Lieutenant Ayles, with some marines, in all fifty men, to land and take possession of it. This was gallantly accomplished, the party ascended the heights, spiked and dismounted the guns, seized the flag which had been flying from the tower, and made prisoners of 139 armed Arabs, who were conducted from the island to the peninsula. On an attempt being made to disarm these and others of the prisoners by the soldiers, they made a most desperate resistance, and several lives were lost on both sides. A large number of the tribe fell in the defence of their chief city, among them the Sultan's nephew, who commanded at the island.

The number of pieces of ordnance captured were thirty-three, among them three large and most curious Turkish guns, which had always attracted the attention of travellers, and are described in Wellsted's work. They are pierced to throw 68-pound balls, and are of the following dimensions—the longest eighteen and a-half feet in length, the second seventeen feet, and the third fifteen feet seven inches. On it is written the name of Soleiman ibn Selim, 901 (A.D. 1523). They are covered over with Turkish inscriptions, now almost undecipherable. Captain Haines is of opinion that

they are relics of the rule of Soleiman, the magnificent, and that they were brought here in 1530 by his fleet.

Mr. Wellsted visited Aden shortly before its capture, and he speaks in dismal terms of the state of decay to which everything had been reduced. All that remained of the former city were a few minarets, about 100 houses, and some disjointed remnants of its walls, the rest of the space being occupied by tombs, mounds, and heaps of rubbish, roofless walls of older dwellings, or the wretched habitations of the present residents. The minarets, four in number, were, like all else, in a state of complete decay.

To give an idea of the baneful influence of the Arab rule, and of the blessing we have conferred upon its inhabitants, and mankind in general, by our policy of annexation, I will only remark that whereas at the time of its conquest it contained a population of 600 persons, of whom 250 were Jews, 50 Banians, and the rest Arabs of the Abdali tribe, within a period of five years, or to speak exactly, on the 2nd June, 1843, Captain Haines, the Political Resident, wrote to Admiral Sir Charles Malcolm, the Commander-in-Chief of the Indian Navy, as follows—

"You will be pleased to hear that Aden continues to increase, and that supplies of all kinds are plentiful—indeed, everything can be obtained. The population is about 22,000, instead of 600, as in former times. It is a busy, lively place, and trees and gardens are springing up on all sides." How different is all this from its former condition! One can hardly realize that a few years of beneficent British rule could have done so much."

At the present day, Aden has a population that can be little under 40,000, and it presents a scene of unwonted animation for an Eastern town. Crowds of Arabs and Soumaulies, now "clothed and in their right mind," roam about the peninsula, and are as amenable as any European to the civil power, while the eye is struck with the long lines of Parsee shops, with their prosperous greasy proprietors, "doing" at the same time customers and a roaring trade, or sitting at their doors at "dewy eve," having "done" the above, and all this under the protecting ægis of British power, which does not exact one rupee for the safety to life and limb and property it insures. Such substantial evidence of prosperity in a country where no man was safe from murder, or robbery, and where the administration of justice was made the medium for bribery must tend still further to increase the population, and enrich the community of Aden.

Our occupation of the place has not been continued without constant hard fighting and alarm. During 1840 several desperate attempts were made to wrest it from our grasp, though they all ended in failure. Fortunately the garrison had been increased early in the year from 900 to a total of 1,800 men.

The first was on the 20th May, when a body of about 500 Arabs, who acted as a kind of advanced guard of 4,000 or 5,000

more of their tribe, nearly succeeded in surprising the garrison; but the vigorous fire that was directed upon them compelled them to abandon the attempt.

On the following 5th of July they made a second attempt. The attack was made, as before, very early in the morning, but the Commandant got scent of the intended affair, and the redoubts and breastworks poured upon the Arabs such a destructive fire that they fled, leaving 150 dead behind them. Soon afterwards a body of about 200 of them, who had advanced too far, were surrounded, and made prisoners. Now a singular scene ensued. Their leader and his band immediately sat down on the ground, but, on an attempt being made to disarm them, they rushed among the soldiers, and fought with desperation, until their chief fell, when they seized his body, and, carrying it off with them, succeeded in effecting their retreat. As they flew they received three volleys, but they carried away all their dead and wounded, with the exception of one Arab, who was stunned by a blow and taken into the guard-house. Here he sat for upwards of an hour, when he suddenly started up, and drew from his side a long dagger, which he had hitherto concealed. The Arab then rushed upon the soldiers, and managed to wound nearly twenty of them, before they could despatch him with their bayonets.

The whole of the neighbouring Arab races were at this time inflamed with fanatical rancour against the hated Feringhees, and many fruitless attempts were made to drive the British garrison out. Indeed, from the time of our occupation, the cantonments and all therein have lived in a chronic state of war and rumours of wars with the surrounding hostile tribes. In turns Abdali (the dispossessed), Foudheli, Akraiba, Sherjebi, and other tribes gifted with names equally ancient and unpronounceable to those who have not had the advantage of an intimate acquaintance with Arabic, in turn, one or other of these "sons of Ishmael," these "children of the desert," have with desperate tenacity pitted their fanatical zeal against the calm valour of the Saxon lines man, and each and every time they essayed to capture the stronghold they have been foiled, oftentimes with great loss. Most of the earlier attacks were dictated by a fanatical impulse to drive out the infidel, but those of the last eight years have been instigated by the more prosaic and vulgar hope of plunder. Gradually the "noble savage" became less noble and more vindictive. His fiery valour was diverted from its original object of expelling the Feringhees, and so, falling on evil days, he turned his attention to "serving out" the garrison, by stopping supplies. Like Ancient Pistol, who, in deplorable plight, after his head had been broken by the despised Welshman, exclaims—

> "From my weary limbs
> Honour is cudgell'd. Well, bawd will I turn,
> And something lean to cut-purse of quick hand;
> To England will I steal, and there I'll steal."

So the once proud Bedouin chivalry thought no more of night attacks, but roused the ire of the good people of Aden by turning highwaymen and seizing on the camels in the high road, just before they defiled through the fortications of the isthmus. An Indian journal gives a singular reason for the depredations and cattle-lifting, which, early in 1858, drew down a signal punishment on the heads of the offenders, the Abdali tribe.

The *Friend of India*, writing in the following year, says—"The reigning Sultan, Ali Mahsin, it appears, holds the British alliance in great honour; so high, indeed, is his appreciation of its benefits, that he is anxious to keep them to himself, and, as the readiest means to that end, instigated the remaining tribes to perpetual war. Then when caravans had been stopped or Europeans murdered, our ally appeared, claiming reward and consideration for his efforts on our behalf. This policy, as original as astute, succeeded for years, till the Sultan, forgetting his discretion, at last revealed his secret end. The Political Resident had concluded an agreement with the Foudheli, so agreeable to the latter, that they resisted all the Sultan's instigations to treachery, till Ali Mahsin, utterly enraged, began plundering on his own account."

Whatever may have been the cause, the result came unpleasantly home to all residents at Aden, as well as those in the ships of war stationed there, among whom was the writer of these memoranda. Caravans were stopped, the wells were taxed, and supplies confiscated, till our British patience was exhausted, and Brigadier Coghlan, the Political Resident and Commandant, resolved to chastise the insolent Sultan of the Abdali. In March, 1858, accordingly, an expedition started for Lahadj, his capital. It was composed of three or four companies of the 57th Regiment, a wing of either the 18th or 29th, N.I., two guns, and a detachment of sailors from the Honourable Company's ships then in harbour, commanded by the Brigadier in person. Some little fighting took place near Lahedj, in which the Arabs were driven back with considerable loss, and the town itself was carried by assault—the blue jackets having the honour of being first within its walls. The Sultan, as he calls himself, was then compelled to sign an agreement to keep the peace, and gave up two of his sons as hostages.

It was remarked how astonished the enemy were at the execution and range of the musketry fire of the gallant 57th; it was the first taste they had had of the Enfield rifle, which the old "die-hards" had brought out with them for the especial behoof of the Indian mutineers.

On one occasion, during Brigadier Coghlan's temporary absence from Aden, the Foudheli tribe "raised" a number of camels belonging to the residents at Aden, but they ultimately restored them. More recently, two expeditions have had to leave the peninsula and chastise the recalcitrant Arabs.

Before the year 1866 was many hours old, a column left Aden

to engage the Foudheli, the most powerful of the neighbouring tribes. The force was composed of 500 men and officers, with Brigadier Raines and Colonel Merewether; Lieut. Goodfellow acting as interpreter, while Col. Woolcombe, commanding the artillery, went round by sea in the steamship Victoria with a company of his men. During their absence Aden was defended by only 300 soldiers, and the civilians were rather alarmed that it might be captured by a *coup de main* from without, assisted by traitors from within, for among so large a population, containing so many heterogeneous nationalities, there must be disaffected people. This time our ancient foe the Abdali, who had latterly been in the receipt of 600 dollars a month for keeping clear the road communicating with Aden, were in alliance with us, though they rendered no material assistance, preferring the safer part of the jackal that picks up the scraps left behind by the lordly lion.

After a march of 16 miles, the land portion of the force encountered some Bedouin horse near a village, called in the report Dogree. A collision here took place, and the result was that 31 of the Foudheli cavalry were killed and as many wounded. The native horsemen beat a hasty retreat after this defeat, leaving behind them 50 camels and a quantity of arms and baggage. The force proceeded on their march, and again engaged the Foudheli at Bir Said, where the enemy feared to face the Armstrong guns, and were defeated with the heavy loss of 140 killed and wounded. Our allies the Abdali were the chief gainers by this victory, for they acquired plunder to a large amount; but beyond capturing seven iron guns, the result of the expedition to us was about *nil*.

That such was the net gain was proved by the fact that within two months of the return of the column, the Foudhelis, burning with indignation at the humiliation they had suffered, and greatly impoverished by their losses, returned to their predatory habits. Collecting a small force together, their Sultan attacked the caravans proceeding through the country of their hated rivals the Abdali with supplies for the garrison. Another expedition was accordingly started to punish the plundering Sultan and his gang of thieves.

The force, consisting of 300 European infantry, and two guns with a few artillerymen, the whole under the command of Colonel Woolcombe, R.A., embarked on board Her Majesty's ships Lyra and Victoria, on the 14th March, and proceeded to attack Shugra, their capital, which is situated on the coast about sixty miles east of Aden. On their arrival before the seaport at 11 a.m. of the following day, the troops immediately prepared to disembark. Having first dined on board, they accomplished this with some difficulty in the ships' boats and a large pilot-boat taken from Aden for the purpose. The weather was rough, and the men were obliged to wade through a high surf, and after having a good deal of ammunition destroyed, had to bivouac all night in their wet clothes. The pilot-boat came to signal grief; she grounded a long way from

the shore, and soon filled from the waves washing over her. The soldiers and her crew got thoroughly drenched, and had to reach the shore, more than 100 yards distant, the best way they could; and, indeed, had it not been for the sailors of the Lyra, who worked most energetically, the pilot-boat must have been lost.

The landing was at first opposed by some thirty or forty of the Foudheli, who kept up a smart fire on the boats as they neared the land; but a few round shot from the Armstrong in the bow of the Lyra's pinnace astonished the natives, and so they retired to a tope of date trees, and finally, on our men effecting a footing, fled to the hills.

One foolhardy fellow, indeed, had actually the temerity to wade thirty or forty yards into the surf, for the purpose of getting a closer shot at the invading force; but this indiscreet personage paid, or rather, "was paid," for this exhibition of unavailing gallantry, by the receipt, "free gratis, and for nothing," of one ounce of lead in the region vulgarly termed the "bread basket," and more politely designated the "abdomen." The Enfield bullet settled out of hand the business of this rash patriot, and it subsequently came to the ears of the Feringhees that he was interred by his sorrowing comrades in the before-mentioned tope, which in life he doubtless "loved so well," and where, let us hope, "after life's fitful fever he sleeps well;" "Requiescat in pace," and all the rest of it.

A fishing village close by was quite deserted, but there were stored in it large quantities of grain, coffee and dates, and it is scarcely necessary to add that the general camp, "pioneers and all," made pretty free with the latter articles of food. The town of Shugra was found to to be quite deserted, the Sultan having fled to the hills some days previously. His palace and all the mud buildings were destroyed, and then the force set out on its return to the beach.

The sea was found to be so rough, that Colonel Woolcombe was unable to embark the bullocks he had taken to draw the guns, and they had to be left behind. The embarkation was effected in safety, and the expeditionary column returned to Aden, where they arrived on the 17th March, without any casualties.

A few words regarding the present of this interesting place.

As soon as the peninsula was captured, the Engineer officers of the Bombay Army set about constructing those fortifications which have rendered the position almost impregnable. Some military works are, I believe, still in progress, the workmen employed being Arabs. On every point, wherever you turn, you are confronted with guns, which sweep every road and path leading to the town, and one is filled with the conviction that the place is unassailable, and could be held by a handful of British troops, assisted by some gunboats, against any foe.

There are three sets of barracks; one at Steamer Point, which is

decidedly the most healthy, and which are occupied by the Artillery men who man the batteries for the defence of the harbour; another at the town of Aden proper, where the bulk of the troops are stationed, and a third set at the Isthmus for the European detachments on duty there. The troops at present garrisoning this stronghold, consist of the 1st Battalion of the 2nd Queen's Royals, two batteries of Royal Artillery, one battery of Native Infantry called Golundauze, one company of Native Sappers, and the 7th Regiment of Bombay Native Infantry.

A troop of irregular cavalry, it is stated, is shortly going to be sent to keep open the roads on the main land in the neighbourhood of Aden. They are certainly much required.

The Political Resident is that highly popular and distinguished officer, Colonel Wm. Lockyer Merewether, C.B., of the Bombay Staff Corps, and who has recently proceeded in charge of the pioneering force of the Abyssinian expedition. The Brigadier commanding the troops is Colonel Raines, C.B., of the 95th Regiment, who has earned his laurels on many a battle-field and siege from Inkerman and Sebastopol, in the Crimean Campaign, to Kotah Ka Serai, and Awah in the Indian Mutiny.

As regards the future of Aden, not only for military purposes is it a valuable addition to the gems that adorn the British Crown, but the stronghold may also be useful for more peaceful conquests; notably as a "point d'appui" for pushing still further the triumphs of geographical discovery. The vast hidden treasures of Africa, as also its races are still as a sealed book to us Occidentals. Captain Burton, the fellow traveller of the late lamented Speke, and his sharer in many a danger was of opinion (he has not spoken since Sir Samuel Baker published the narrative of his discovery of the Albert Nyanza,) that the true sources of the Nile are as far from being discovered as ever. He says that the mystery that enshrouds this "Arcanum magnum" of old-world geography is as impenetrable as in the days of Ptolemy, and that the lines—

"Arcanum natura caput non prodidit ulli;
Nec licuit populis parvum te, Nile, videre."

are as applicable to the state of geographical science on this question at the present day, as they were 3,000 years ago.

Whether it is so, and we should seek for the parent waters of the Nile in the vast lake known as Tanganyika, or other reservoirs still further to the south, or whether we have solved the problem, time will alone show.

PIKE DRILL.

To most people the Fenian fancy for the making and possession of pikes must appear a ridiculous madness, which undoubtedly it is, for in these times of rifled cannon and breech loaders, it would

be downright insanity for any body of men armed with pikes to attempt to cope with the science brought to bear in modern warfare. The Fenians might with equal chance of success adopt the old bows and arrows of our ancestors. When pikes were used in the British Army they were only in a measure supplementary to muskets and hand grenades. The pike formation and drill answered in those days very well, after the musketeers in front and grenadiers on the flank had done their work when the pikemen advanced to complete the victory by a charge or cover the retreat, if unsuccessful.

The first pikemen of importance were the Greeks who under Alexander, with their close phalanx sixteen deep conquered half the ancient world. The credit of introducing this formation is given by Diodorus Siculus to Philip of Macedon.

But it is a matter of doubt whether he was its inventor or only its improver, and we are inclined to believe that the latter supposition is the more probable. However there cannot be a doubt that Philip,—who possessed among other excellent qualities a correct knowledge of military tactics,—if he did not invent this formation, must have entirely remodelled and disciplined anew the phalanx, a body the power of which in warfare was not only known to the Macedonians but to all the Greeks. In the time of Philip this body consisting entirely of infantry, was composed of 6000 men, and by the later kings of Macedon it was increased to 16,000. The phalanx appears to have been at one time irresistible, unless where the unequality of the ground interfered with its manœuvering. Its unwieldiness was a great source of trouble, although to counteract this it had been divided into ten battalions, so that when broken it might by retiring in separate distinct bodies inveigle the enemy into a disorderly pursuit, and then by suddenly resuming the original formation and the offensive, recover the vantage lost. Another defect of the phalanx formation was that its rear was left defenceless, for although it was possible that the phalangites should face about when they were attacked from behind, yet their close order of formation and long pikes prevented them from doing so easily. So we find that at the battle of Cynocephalæ when the Roman Consul Flaminius conquered Philip the later King of Macedon, a Tribune having dispersed with his manipuli the left wing of a phalanx, found on his return that the right wing still held its ground and fought firmly.

Taking advantage of the undefended part, he boldly attacked the body in rear, and soon effectually disposing of the hindmost ranks, those in front were easily defeated.

The arms of the phalangites were too cumbersome to be wielded with success against disciplined troops, and the surprise now is how they managed for so long a period to be masters of half the world. In addition to a pike fourteen cubits long which they had to carry and use, they were burdened with a short sword and a large buckler four feet long and two and a half wide. The sixteen ranks were drilled

to march to the front, take ground to the flank and to counter march in a manner that had the appearance of a retreat. Philip introduced an alteration in the last named manœuvre thus causing it to have an opposite effect tending to encourage his own soldiers and to intimidate those of the enemy.

A phalanx marched with open interval between the files, the distance between each phalangite being four cubits, and the same distance was preserved by each rank from the one in front of it. As they advanced towards the enemy these distances were reduced one half, and the reduction of interval continued until the moment of contact, when the ranks were close locked up while the distance from man to man on the right and left had decreased to one cubit, barely allowing room to hold the pike. As we have observed, the pikes were fourteen cubits long and the space between the hands and that part of the pike-pole which was nearest to the ground took up four cubits or six feet of its length, leaving ten cubits or fifteen feet of each pike to the right and in advance of the body of the soldier. The first five ranks were however the only ones that kept the pike at "the charge," as the soldiers of all ranks behind the fifth held their weapons nearly upright, which forming a kind of roof protected them from the darts or javelins that might be thrown by the enemy. As the attack was always made by the whole body, and with all its strength it was likewise the duty of the rear ranks to bear up with all their force against the front ranks, leaving no possibility of retreat for the advanced line of soldiers which closely locked in were pushed forward by their comrades.

The difficulty the front rank would thus have in sustaining the weight of those behind until the moment of conflict may be well imagined, and this partial helplessness was an opportunity that the Romans did not fail to perceive and take advantage of, by disciplining their legions to manœuvre in loose order. The Roman soldiers when engaged, fought with an interval of two cubits, which allowed them to shift their shields and wield their arms with effect, as well as being able to take advantage readily of any mishap that befell the enemy. Consequently when a phalangite fell either by a Roman's sword or the unequality of the ground the chances were that the soldiers immediately behind would from the pressure in rear fall down over the first; and such confusion a vigilant enemy would not omit to seize upon. As the Romans preserved double interval, each therefore opposed two phalangites and was obliged to make head against ten different pikes, but having been taught to direct the points of their swords not at the men facing them but at those on their right or left so the moment the legions could get to close quarters, the phalanx's impregnability was destroyed. It was the knowledge of this style of warfare which probably gave the Duke of Cumberland the bright idea of practising his soldiers to "charge bayonets" with the muzzle of the musket inclining outwards instead of being kept straight to the front; the benefit of which drill he

found at Culloden when the Highlanders rushing forward with the daring impetuosity they had displayed at Preston Pans, now found that the bayonet instead of being received on their shields passed glancing sideways through the tartan plaids into their bodies.

It is a remarkable circumstance that when pikes were used in the British Army, there should be such a resemblance between the obsolete phalanx and the battalion. Certainly the ranks were about half as many still in other respects the difference was not so much, and when we consider the numerous words of command and the unhandiness of a battalion of that period it must be admitted that military tactics had made but little progress from the days of Alexander the Great to those of William of Orange, when bayonets are first heard of as being used by the French against the Confederates at the battle of Turin.

At that time a battalion was composed of pikemen, grenadiers and musketeers, and the formation of a hollow square of infantry was looked upon as an affair of extraordinary importance. The instructions laid down in the drill manuals of the period are as follows: "Of the hollow square, and the manner of forming it by words of command." "If you proceed to this," it gravely commences, "the battalion must be drawn up in ranks, at twelve foot distance, the files being at three, then the muskets shouldered, and the pikes advanced, the words of command ensue, viz."

"Colours, drums, and hautboys to the centre of the pikes, march."

"Ranks close forward to order, march."

"Three outward files of pikes on the right and left, double."

"Four files to the right and left inwards, march."

"Half files of musketeers to the left hand double your front."

"March."

"Files close all to the right, to your close order, march."

Having got then thus far, the commanding officer placed himself at that face where the enemy was supposed to be, and continued.

"To your leader."

"Pikes face square. Pikes close forward to the front. Left wing of musketeers to the right about. Both wings of musketeers march. Halt. Musketeers face to the left. March. Halt"

"Face to your proper front. All officers and sergeants take your posts, march. Grenadiers take your posts in the angles, march. Face square. Musketeers make ready."

When the last word of command was given, the pikes were ported very low, so that the musketeers could present, after which followed the order "first rank kneel," which had to be done in such a manner as would allow the two next ranks to fire over their heads easily and with precision. Then came the word "The two last ranks present fire" followed by "Recover your arms" when the front rank stood up with their muskets recovered ready cock'd and guarded. The two ranks that had fired now took the opportunity

to load again and when this was duly performed the front rank presented and fired, after which they "Recovered arms" while the pikemen recover their arms from the "port" then the "commandant" proceeds with "To your leader, march, halt, face square &c."

This was the practice for one side of the square and it was usual for the commander to exercise them at firing to every front when ordered to face the leader, the front and attack was made in the direction of the "commandant," wherever he took his station. In facing to the proper front, it had to be done to the front, the battalion had faced when in line.

In the reformation of line, from square, the method of our ancestors was equally as intricate as the reverse movement of forming square from line. Although they made a plentiful use of the terms "right and left" "front and rear" "close and open order &c." Yet they were quite ignorant of their practical application of "fours" "subdivisions" and "divisions," in fact of all the uses of the fractional part of a battalion excepting "files" and "wings".

To recover the "line" formation the battalion was first faced to its original front when the commamder proceeded with.

"Grenadiers take your posts on the right of the battalion, march."

"The right and left of each wing of musketeers face to the right and left outward, march. Halt."

"The three files of pikes of the right and left that doubled, as you were, march."

"Musketeers face to the right, march. Halt."

"To your leader."

"Rear half files of musketeers that doubled to the right about, as you were. March."

"Ranks open backward to twelve foot, march; colours, drums and hautboys to your former posts. March."

"Files close to the right to close order, march. To your leader."

The drill books of the present day have never been famed for either perspicuity in style, or comprehensiveness in details, yet either as regards translucency or brevity, they are as far in advance of the manuals our great-great-grandfathers studied as a Minie rifle is superior to a pop-gun. "There were heroes before Agamemnon" and dullards before Ensign Podgers of the 193rd but however even the "wisest of his generation" two centuries ago could peruse profitably the printed instructions given to him by his superiors appears a mystery? The instructions given for "on the right (or left) backwards wheel" are models of abstruseness. Here they are. "The manner of wheeling backwards by half ranks."

"Here observe, there must as near as possible be an equal number of men in every rank, the right and left hand man of each standing form on his ground and turn only to the hand named, the words of command being, viz.

"By half ranks wheel to the right and left backwads. March."

"Whereupon the battalion opens, the half ranks separating and falling back to the right and left hand men which leaves an interval and forms two ranks opposite to each other, the officers and colours dividing in the same manner, taking their posts and ranging before the soldiers to make a guard, the sergeants and drums placing themselves equally on the right and left."

"This being observed, the manner of reduction is by these words of command viz."

"By half ranks to the right and left inward form your ranks as you were. March."

"Here the half ranks are to wheel from the right, and the left, and close the interval, by which means they become whole ranks; for having wheeled inward at the word march, they are no more half ranks but whole ranks in a marching order. In cases of closings and openings there are divers words of command required viz."

"Ranks close forward to order—viz (three foot) march."

"Ranks close forward to close order, viz (a foot and a half) march."

"Ranks open backwards to order viz (three foot) march."

"Ranks open backwards to open order viz (six foot) march."

"Ranks open backwards to a doubling distance viz (twelve foot) march."

"In this manner of proceeding, to open backward, the ranks must fall backward, in order without changing the aspect having ever regard to their leaders and right hand men."

It would be difficult anywhere to find a more complex book to put into the hands of young officers and soldiers and the selections here given are by no means the worst in the book. A few lines farther down I am informed that "by the files opening to the centre, is meant their facing from the centre and if there happens to be an odd file that remains and is properly termed" who would doubt it? "the centre file." Here again what a deal of needless words are used in attempting to explain what should be done if the word of command "from the left open your files" was given.

"In all openings as have been said, the contrary man must be observed; if the command be to open to the right, the second file from the right must by short steps first take its distance" suffering the leader to pass as far as it is commanded before you move the rest of the files in their turn and order, observing to do the same—as for the left hand file, it is not to move; in all openings they are to move directly forward with a slow pace.

After such explicit instruction as when files open to their centre they are to face from it, no one need be surprised when informed that if files are opened from a named flank "they are to move directly forward with a slow pace." The only thing which can be possibly be meant by the last puzzling explanation is that the out-

ward file steps off until he has got enough interval for all, that the others in turn except the left hand man who remains stationary each takes up an equal distance (not mentioned) between the right hand man who moved off first and the left hand man who never moved at all. The chapter complacently concludes with.

"Thus the young soldier may his duty read,
But now to greater things we must proceed,
The rattling drum and trumpet calls us on,
A soldier's work you know is seldom done,
But ever travels with the glorious sun."

The next greater thing that is proceeded with in the manual is "A further consideration of doublings, relating to foot &c., and their reduction." The commands are as follows.

"1. Ranks, to the right, double, march."
"2. Ranks, as you were, march."
"3. Ranks, to the left, march."
"4. Ranks, as you were, march."

Another specimen of ambiguous instruction may probably be amusing if only as an exercise to ascertain what really can be meant.—The learner is cautioned that.

"In case of doubling the ranks, those that are to do so, must observe their right hand men and move as they move, beginning to move with the foot next the hand then named and so to come to into order this doubling the even ranks must be observed to double into the odd; and when the odd ranks are to double, you must face the body to the rear and the like words of command will perform it, or you may further proceed."

I think not in that direction, for the "manner of doubling front half files by half files of the rear" and how the "rear half files" are "doubled by the front half files is neither interesting nor instructive."

In firing to the front when the soldiers are to fire and keep their ground "tis expedient that the body be made close as well in rank as file as will stand with the use of arms," the command being. "Musketeers make ready all."

"Then they are to have their arms strait before them ready cock'd and guarded, and the pikes being ported they must charge when the musketeers present"—then come the orders.

"The five front ranks kneel."
"The rear ranks present." "Fire."
"The fifth rank stand up." "Present." "Fire"
"The fourth stand up." "Present." "Fire."

And so on till all have in turn fired, each rank behind being careful to load again while the one in front of it fires. When the battalion is advancing, the front rank only fires and when it receives the command "first rank of musketeers make ready." "Halt," the whole body halts, when the command is given to the rank already named "To present." "Fire." So soon as they had fired

without any further word of command they recovered their arms, and filing outwards as quickly as possible, gained the rear of the battalion. The march to the front is taken up again immediately and continued until the next rank is ordered to "fire" when the same halting &c., is performed.

As each rank present "the pikes come to the port" without any command.

In firing to the front while retreating, the pikemen well to the front and kneeling prevent the enemy from getting too close while the musketeers fire over their heads and retire in precisely the same manner by the rear as they did when advancing. The musketeers have to keep their ground until the pikemen retire close to them, when they halting cover the further retreat of the main body. If a battalion should be on the march and its flanks be assailed or threatened by the enemy, the ranks are kept at "open order," the same distance being observed "between the muskets and pikes in their division" which is done by causing the musketeers to incline to the right and left when firing. The words of command are "to the right and left hand files of musketeers make ready."

When ordered to fire they turned in the direction of the flanks; after firing they faced to the rear and inclining inwards made their way as expeditiously as possible to the centre of the column and so up in their places, the next files would in turn do likewise, the battalion all the while gaining ground to the front. There were no words of command given when firing to the flank, each musketeer as he fired was replaced by the man next him in the inward flank, the pikemen taking care to always retain their relative position in the ranks with the musketeers. When taking aim they always stood right leg in front which could not have been a firm position, and in fact to our ideas must have been a very awkward one.

"The manner of firing street-way" was intended to defend a body of infantry when the pikemen were few, from an attack of cavalry. On these occasions the rear half files of pikemen formed line in front—the words of command being "rear half files of pikes to the right double your front—march." The musketeers were then faced about and marched clear of the pikemen and then facing inwards marched up and joined the "centre of the pikes." The "street-way" of firing is simply having the musketeers in the centre and as the advanced rank fires, it passes outwards round the flanks to the rear, its place being immediately taken by the next rank.

From the short account here given, it will be easily perceived that our forefathers laboured under many disadvantages and still despite all drawbacks at the close of the seventeenth century as now no finer or better soldiers were in existence than the British. Then as to-day the English soldier did not know when he was defeated, that inherent pluck which enabled him to fight on against odds, often brought back the victory to their grasp when it already seemed to have been clutched from it, while the general fear of death in the

soldier appeared to be overcome by a recklessness akin to a feeling as if he could not be beaten. And under a shower of bullets he would have his joke as at Fontenoy, when a gallant colonel seeing some of his men who were for the first time under fire, bob their heads down as the cannon ball whistled past their ears, cried out "hold up your heads men; what the——do you mean by ducking your heads down in that way?" A second after and the colonel's head was swept off by a cannon ball when a voice from the ranks shouted out "by jove, colonel, but the duckers are having the best of it."

ADMIRAL SMYTH'S "SAILOR'S WORD-BOOK."*

It is with very mixed feelings that we introduce to our readers this, the latest work of the thorough seaman and accomplished scholar who, for more than twenty years made our pages the medium through which he gave many of the fruits of his ever-active mind to the United Services. The wide range of those communications, though still all having a professional bearing, in some measure prepared us for the scope of the present work; but even thus prepared, we own to finding in it much that we had not ventured to expect, whilst we miss absolutely nothing that we had a right to look for. Using the most moderate terms that we can possibly employ, lest it should be thought that our judgment is biassed by regard for an old contributor, we venture to say that this "Word-book" must ever remain the standard authority as to all matters touched upon in it. Its definitions are unavoidably brief, but they will stand examination, and the more they are looked into, the more satisfactory will they be found to be. To use the words of the Editor,

"This 'Digest' may engage the attention of the Naval Officer, not merely for the information it conveys, but for the doubts it may raise in matters deserving further research. Independently of the variety of subjects treated, the author's characteristic manner of handling them will make it to his former brother officers a reminiscence of one of the true tars of the old school—the rising generation will find here old terms (often misunderstood by younger writers) interpreted by one who was never content with a definition until he had confirmed it satisfactorily by the aid of the most accomplished of his cotemporaries; the landsman will discover the meaning or derivation of words either obsolete, or which are not elsewhere to be traced, though occurring in general literature. To all it is the legacy of an officer highly appre-

* The Sailor's Word-Book: by the late Admiral W. H. Smyth, K.S.F., D.C.L., &c. An Alphabetical Digest of Nautical Terms, including some more especially Military and Scientific, but useful to Seamen, as well as Archaisms of Early Voyagers, &c. Revised for the Press by Sir E. Belcher, K.C.B., &c.

ciated by men of science, who on shore as well as afloat fought his way to eminence in every department, and always deemed it his pride that no aim was dearer to him than the advancement of his noble profession."

We learn from the Author's Introduction, that the present is but the "shakings" of materials collected for a much larger work, a "Cyclopædia of Naval Science and Nomenclature," contemplated more than thirty years ago, and to which it was then hoped that Captain Basil Hall would lend a hand. But *Diis aliter visum*. Hall was struck by an afflicting malady, which resulted in an early death: Smyth had enough, and more than enough, of daily occupation, and it was not until 1865, when he voluntarily resigned to younger men his various scientific appointments, that he found leisure, as he says, to "make an overhaul of the bulky ribs and trucks of the scheme." He saw at once that it was too late to set about carrying out the original idea, but "finding himself still capable of application, and fully knowing all the bearings of the case," he fell resolutely to work to compile the "Word-book," and he laboured at it up to the very period of his decease. It was then nearly ready for the printer, and what of revision was needed has been well supplied by his friend, Admiral Sir E. Belcher, who deserves the thanks of all for bringing before the world so valuable a work.

If asked to give an idea of the book by a single phrase, we should say that, although "practical" in the best sense, where information is needed to be conveyed, it yet bears very considerable resemblance in its general character to Nares' *Glossary*, which every one knows to be amusing reading. Indeed, its style is the very reverse of the dulness and dryness too often associated with the very name of "Word-book," or "Dictionary," as we shall by and bye prove by examples, quoting from the work more freely than we are in the habit of doing. but not more so than the interest of the subject will justify. The Admiral draws his illustrations from every conceivable source, levying contributions alike on Homer as on *Hudibras*, and cites Holy Scripture as well as Chaucer and Shakspeare and the romances of chivalry, when suited to his purpose. Thus he exhibits the result of a course of reading far wider than it is at all common to meet with at the present day, but of which his "Cycle of Celestial Objects" (to name the work that first occurs to our mind) had already given a foretaste.

We have always held that the main features of an author's character may without much difficulty be drawn from his works; *e.g.*, some of the definitions in Johnson's *Dictionary* exhibit the writer as clearly, perhaps more clearly, to the mind's eye, than any perusal of Boswell will do. So with Admiral Smyth. No one can turn over the leaves of his book, however hastily, without meeting with something that shows the honest, straightforward cha-

racter of the man—his kindly judgment towards poor Jack, and his earnest sympathy with all attempts to better his condition. Nor can the reader fail to mark how resolutely he speaks out on many abuses of the "bad old times," and what glimpses he gives of how things went on in former days when truth had "much to dread from power." It might be held libellous in us to mention names, but the allusions will be well understood by the bulk of our readers—at all events, by those who served before the age of steam and iron.

To borrow the language of his Editor,

"Admiral Smyth was what has been called a *commonplacer*. He had the habit of methodically storing up, through a long series of years, all that could profit the seaman, whether scientific or practical. A collector of coins, and in various ways an antiquary, he knew well, not merely that 'many mickles make a muckle,' but that it will sometimes chance that the turning up of one little thing makes another little thing into a great one. And he culled from the intelligent friends with whom he associated many points of critical definition which cannot be found elsewhere. Thus, in addition to naval terms, he has introduced others relating to fortification; to ancient and modern arms and armour; to objects of natural history occcuring at sea, in travel, &c.: the whole forming such an assemblage of amusing and instructive matter as will prove valuable to both seaman and landsman."

We now proceed to justify the opinion that we have expressed of the work by quoting a few passages on a variety of subjects. We have no wish that they should be regarded as any better than what the reader may find for himself in every page—such would not be the fact; but in selecting them we have been guided by the consideration that they will give a fair idea of the book, as they represent to our mind the varied attainments and sterling English character of its lamented author.

"Most of the real sea-terms," remarks Admiral Smyth, "are pregnant with meaning; but those who undertake to expound them ought to be tolerably versed in the topic. Thus, perhaps, there was no great harm in Dr. Johnson's being utterly ignorant of maritime language, but it was temerariously vain in that sturdy lexicographer to assert that *belay* is a sea-phrase for splicing a rope; *main sheet*, for the largest sail in a ship; and *bight*, for the circumference of a coil of rope; and we long had him on the hip respecting the *purser*, a personage whom he—misled by Burser—at once pronounced to be the Paymaster of a ship; as the then purser was, in fact, more familiar with slops, tobacco, pork, dips, biscuit, and the like, than with cash payments—for, excepting short-allowance dues—he had very little meddling with money matters. But the Admiralty have recently swamped the well-known and distinctive nautical title—despite of its time-honoured

claims to repute—and introduced the Army appellative, PAYMASTER, in its stead."

We will first take a glance at the Admiral's view of what a thorough seaman should be.

"DIFFICULTY. A word unknown to true salts."

"IMPOSSIBLE. A hateful word, generally supplanted among good seamen by 'We'll try.'"

"NEGOCIATE, *To*. The duty of a diplomatist; the last resource and best argument being now 12-ton guns."

"POLTROON. Not known in the Navy."

Such sharp, trenchant definitions make the book read like a collection of epigrams; and there is a fund of humour also in the hits at the men and doings of the Admiral's

"Hot youth, when George the Third was King;"

so testify the following:

"AID-DE-CAMP. A military staff officer, who carries and circulates the General's orders; and another class selected as expert at carving and dancing." [The "Prayer-book-carrying Aid-de-Camp" immortalized by Colonel Wilkie, perhaps did not come under the Admiral's notice.]

"BOATSWAIN-CAPTAIN. An epithet given by certain popinjays in the service to such of their betters as fully understand the various duties of their station."

"BORN WITH A SILVER SPOON IN HIS MOUTH. Said of a person who, by birth or connexion, has all the usual obstacles to advancement cleared away for him. Those who toil unceasingly for preferment, and toil in vain, are said to have been born with a wooden ladle. Again, the silver-spoon gentry are said to come on board through the cabin windows; those less favoured, over the bows, or through the hawse-holes."

"FANTODS. A name given to the fidgets of officers who are styled jib-and-staysail Jacks."

"GUN, in north country cant, meant a large flagon of ale, and *son of a gun* was a jovial toper; the term owed its derivation to lads born under the breast of the lower-deck guns in olden times, when women were allowed to accompany their husbands. Even in 1820, the best petty officers were allowed this indulgence, about one to every hundred men. Gunners also, who superintended the youngsters, took their wives, and many living Admirals can revert to kindness experienced from them. These 'sons of a gun' were tars, and no mistake."

"HELL AFLOAT. A vessel with a bad name for tyranny."

"HEN-FRIGATE. A ship wherein the captain's wife interfered in the duty or regulations."

"MARTINET. A rigid disciplinarian; but one who, in matters of inferior moment, harasses all under him."

"NURSE. An able first lieutenant, who in former times had charge of a boy-captain of interest, but possessing no knowledge for command."

"OLDSTERS. In the old days of cockpit tyranny, mids of four years' standing, and master's mates, &c., who sadly bullied the youngsters."

"QUEEN'S COCKPIT. A mess of dissolute mates and midshipmen of the old *Queen*, 98, who held a sort of examination of ribaldry for a rank below that of gentleman."

"SPILL, *To*. Whether for safety or facility, it is advisable to shiver the wind out of a sail before furling or reefing it. This is done either by collecting the sail together, or by bracing it bye, so that the wind may strike its leech and shiver it. A very effeminate captain was accustomed to order, 'Sheevar the meezen taus'le, and let the fore-topmast staysail lie dormant in the brails!'"

"SEASONING. The keeping a vessel standing a certain time after she is completely framed, and dubbed out for planking. A great Prince of this maritime country in passing a dockyard, inquired what those *basket ships* were for!"

"SKIP-JACK. A dandified trifling officer; an upstart.

"SNOGO. A cock-pit game at cards, called also *blind-hookey*, apparently affording equal chances, but easily managed to his own advantage by a knavish adept."

"TRUGMAN. An early word for interpreter, being a corruption of *dragoman*; also called *trenchman*, but not *trencher-man*, as a worthy Mediterranean consul wrote it."

"YOU SIR. The irritating mode in which some officers address the seamen. The late Lord Collingwood never permitted it."

"My Lords," and the Navy Commissioners of other days, come in for a rub or two, as thus:

"AFFECTIONATE FRIENDS. An official inconsistent subscription, even to letters of reproof and imprest, used by the former Board of Commissioners of the Navy to such officers as were not of noble family, or bore titles . . . . It is said that this practice was discontinued in consequence of a distinguished naval captain—a knight—adding 'your affectionate friend.' He was thereupon desired to 'discontinue such an expression,' when he replied, 'I am, gentlemen, no longer your affectionate friend, J. Phil..more.'"

"CHARITY SLOOPS. Certain 10-gun brigs built towards the end of Napoleon's war, something smaller than the 18-gun brigs; these were rated sloops, and scandal whispers in order that so many Commanders might charitably be employed."

"DONKEY FRIGATE. A late invention to serve patronage, and sprigs of certain houses were educated in them. They carried 28 guns, carronades, and were about 600 tons burden, commanded by a captain, who sometimes found a commander in a sloop which could blow him out of the water."

"FORTY THIEVES. A name given to forty line-of-battle ships ordered by the Admiralty at one fell swoop, to be built by contract, towards the end of the Napoleon war, and which turned

out badly. The writer served in one, the *Rodney*, 74, which fully exposed her weakness in the first gale she experienced, and was sent home, thereby weakening the blockading fleet. Many never went to sea as ships of the line, but were converted into good frigates."

"RAT. A term for one who changes his party for interest; from rats deserting vessels about to sink. These mischievous vermin are said to have increased after the economical expulsion of cats from our dockyards. Thus, in the petition from the ships in ordinary to be allowed to go to sea, even to carry passengers, we read—

'Tho' it was hemigrants or sodgers—
Anything afore them rats,
Which now they is our only lodgers;
For well they knows, the artful dodgers,
The Board won't stand th' expense of cats.'"

Though the step is a long one from "My Lords" to poor Jack, we must invite our readers to make it, and see something of what a true friend of the sailor has to say about him, with those who help and those who hinder him.

"ABLE-WHACKETS. A popular sea game with cards, wherein the loser is beaten over the palms of the hands with a handkerchief tightly twisted like a rope. Very popular with horny-fisted salts."

"DEFAULTERS' BOOK. Where men's offences are registered against them, and may be magnified without appeal."

"DITTY-BAG. Derives its name from the *dittis*, or Manchester stuff of which it was once made. It is in use among seamen for holding their smaller necessaries. The ditty-bag of old, when a seaman prided himself on his rig, as the result of his own ability to fit himself from clue to earing, was a treasured article, probably worked in exquisite device by his lady-love. Well can we recollect the pride exhibited in its display, when 'on end clothes' was a joyful sound to the old pig-tailed tar."

"DITTY-BOX. A small caddy for holding a seaman's stock of *valuables*."

"DIVER. Now a rating in H.M. ships. He may be of any rank of seaman, but he receives £1 10s. 5d. per annum additional pay—one penny a-day for risking life!"

"GALLEY-GROWLERS. The grumblers and skulkers, from whom discontent and mutiny generally derive their origin. Hence 'galley-packets' news before the mail arrives."

"SALT, or OLD SALT. A weather-beaten sailor. One of the old seamen who have not only known, but felt what war was."

"SEA-LAWYER. An idle litigious 'long-shorer, more given to question orders than to obey them. One of the pests of the navy as well as of the mercantile marine.]

"SNARLEY-YOW. A discontented, litigious grumbler. An old guard-ship authority, who knows when to play the courtier."

"SUFFOLK BANG. A very poor and hard kind of cheese, which was indignantly refused in our North Sea fleet. It was, as *Farmer's Boy* Bloomfield admitted, 'too hard to bite.'" [Very much so, according to the old yarn which says, that the rats, after gnawing their way through an iron chest, attracted by the strong smell of the cheese, found the 'bang' quite beyond their powers, and went off with tears in their eyes.]

"TAP THE ADMIRAL. Opprobriously applied to those who would 'drink any thing;' from the tale of the drunkard who stole spirits from the cask in which a dead Admiral was being conveyed to England." [This is hardly worse than what is related of the learned Professor Porson, who was ever ready to "drink any thing," and when nothing better was at hand, swallowed ink and lamp oil, by way, as he said, of "keeping his throat moist."]

"WASHING-PLACE. In 1865, baths and suitable washing-places were fitted for personal use in the ships of the Royal Navy. Both hot and cold water are supplied. Shades of Drake, Frobisher and Raleigh, think of that!"

"WHO SHALL HAVE THIS? An impartial sea method of distributing the shares of short commons. One person turns his back on the portions, and names some one, when he is asked, '*Who shall have this?*'" [We are glad to learn that this matter is *impartially* managed afloat. In barracks, the recruit usually finds it the reverse, which is managed by merely laying a stress on the word 'shall.'—'Who *shall* have this?' when Johnny Raw is named as a matter of course.]

For the purpose of shewing of what diverse materials the book is made, we select a few passages which range from the classic mythology to heraldry, with a glimpse at two or three old-world matters into the bargain, including an indication of the Admiral's architectural tastes.

"ARGO. A name famous from Jason's expedition, but absurdly quoted as the first ship, for the fleets of Danaus and Minos are mentioned long before, and the *Argo* herself was chased by a squadron under Æetes."

"ASSURGENT. A heraldic term for a man or beast rising out of the sea."

"GRIN AND BEAR IT. The stoical resignation to unavoidable hardship, which, being heard on board ship by Lord Byron, produced the fine stanza in 'Childe Harold,' commencing, 'Existence might be borne.'"

"LYMPHAD. The heraldic term for an old-fashioned ship or galley. [This should interest all of the name of Campbell, as it forms a prominent part of the bearings of the clan.]

"OCEAN. This term, in its largest sense, is the whole body of salt water which encompasses the globe, except the collection of inland seas, lakes, and rivers; in a word, that glorious type of omnipotent power, whether in calm or tempest—

'Dark, heaving, boundless, endless, and sublime,
The image of Eternity.'"

"SAMBUCCO. A pinnace common among the Arabs on the east coast of Africa at Mombaze, Melinda, &c. The name is remarkable, as Athenæus describes the musical instrument *sambuca* as resembling a ship with a ladder placed over it."

"STUMP. A derogatory, but well-known name in navigating our eastern coasts for the beautiful tower of Boston church."

"SUNDAY. Ought to be a day of rest at sea as well as on shore, when religious services might generally be performed. Though called the negro's holiday, it often brings but little cessation from work in some merchantmen; they sail on a Sunday, not because of exigency, but because it is otherwise a leisure day, and thereby gained to the owners."

"VICTUALLER. A vessel which carries provisions. In the early age of the Navy, each man-of-war had a victualler especially attached to her; as in Henry VIII's reign, we find the *Nicholas Draper*, of 140 tons and 40 men, was victualler to the *Trinity Sovereign*; the *Barbara* of Greenwich to the *Gabriel Royal*, and so on."

Turning to what may be considered strictly professional details, we purposely make but few quotations, in order that the reader may the more readily turn to the book itself. What we do select, we conceive to have each some special interest.

"BLACK SQUALL. This squall, although generally ascribed to the West Indies, as well as the White Squall, may be principally ascribed to a peculiar heated state of the atmosphere near hand. As Blackey, when interrogated about weather, generally observes, 'Massa, look to leeward,' it may be easily understood that it is the condensed air repelled by a colder medium to leeward, and driven back with condensed electricity and danger. So it is sudden to Johnny Newcomes, who lose sails, spars, and ships, by capsizing,"

"COOKING A DAY'S WORK. To save the officer in charge. Reckoning too is cooked, as in a certain Antarctic discovery of land, which James Ross afterwards sailed over."

"NAVAL TACTICS. The science of tactics happens never to have proceeded from naval men. Thus Père la Hoste among the French, and a lawyer among the English, are the prime authorities. Moreover, it is fact well known to those who served half a century back, when Lord Keith, Sir P. Durham, Sir P. Malcolm and B. Hallowell practised their squadrons, that questions remained in dispute and undecided for at least sixteen years."

"SAILORS' HOME. A house built by subscription, for the accommodation of seamen on moderate terms, and to rescue them from swindlers, crimps, &c. Sailors' Homes are a great boon also to shipwrecked mariners. Homes for married seamen and their families are now contemplated, and it is to be hoped that

the Admiralty will set the example, by building them for the Royal Navy, and letting them at moderate rents."

"SCAMPAVIA. A fast rowing war-boat of Naples and Sicily; in 1814-15 they ranged to 150 feet, pulled by 40 sweeps, or oars, each man having his bunk under his sweep. They were rigged with one huge lateen at one third from the stern; no forward bulwark or stem above deck; a long brass 6-pounder gun worked before the mast, only two feet above water; the jib set on a gaff-like boom, veered abeam when firing a gun. Abaft, a lateen mizen with top-sail, &c." [Evidently a reminiscence of the author's early service in the Mediterranean.]

Constitutionally cheerful as he was, our author could hardly have put a book together, unless it was purely scientific, without indulging himself, as well as his readers, with a snatch of verse, or a joke here and there. Indeed, he might have taken for his own, the motto of old George Dyer, the Historian of Cambridge University:

> "With grave discourse we mix a little fun,
> And now and then we treat you with a pun."

A few of these *facetiæ* we think will be acceptable.

"CONVALESCENT. Those men who are recovering health, but not sufficiently recovered to perform their duties, are reported by the surgeon 'convalescent.' Convalescents are *amused* by picking oakum!"

"DAVY JONES' LOCKER. The bottom of the sea, where nothing is lost, because you know where it is."

"FIDDLER'S GREEN. A sort of sensual Elysium, where sailors are represented as enjoying for 'a full due' those amenities for which Wapping, Castle Rag, and the back of Portsmouth Point were once noted."

"IRISH HORSE. Old salt beef; hence the sailor's address to his junk:

> 'Salt horse, salt horse, what brought you here?
> You've carried turf for many a year.
> From Dublin quay to Ballyhack
> You've carried turf upon your back.'"

"SCUFFLE. A confused and disorderly contention—

> 'Then friends and foes to battle they goes,
> But what they all fights about—nobody knows.'

"SLEEVE. The word formerly used to denote the narrows of a channel, and particularly applied to the Strait of Dover, still called *La Manche* by the French. When Napoleon was threatening to invade England, he was represented trying to get into a coat, but one of the sleeves utterly baffled him; whence the point: '*Il ne peut pas passer La Manche.*.'"

We think that we are not far out in believing that the two following passages refer to "sports and pastimes," in which our author bore a part as heartily as any one. With them, we must bid him farewell.

"PLAY. In long voyages or tedious blockades, play-acting may be encouraged with benefit; for the excitement and employment thus afforded are not only good anti-scorbutics, but also promoters of content and good-fellowship: in such,

'Jack is not bound by critics' crabbed laws,
But gives to all his unreserved applause:
He laughs aloud when jokes his fancy please—
Such are the honest manners of the seas;
And never, never may he ape those fools,
Who, lost to reason, laugh or cry by rules.'"

"SKY-LARKING. In olden times meant mounting to the mast-heads, and sliding down the royal-stays or back-stays for amusement; but of late the term has denoted frolicsome mischief, which is not confined to boys, unless three score and ten includes them."

It will add to the interest of the work to many readers to be told that an engraving of the portrait medal of the writer, struck and presented to him in 1842 by Mr. Wyon, heads the Introduction; and this is closed by an excellent fac-simile of his signature much later in life, which in its firm lines lends some countenance to the theory that the handwriting is an index of character.

THE CORRESPONDENCE AND MEMORANDA OF THE LATE DUKE OF WELLINGTON.

The second volume of the above correspondence has lately been published by Mr. Murray, and the matter contained in it is even more interesting than that contained in the previous volume, as it refers to matters which are now pressing on public attention, or are likely to do so shortly. From the multiplicity of the subjects referred to in it, it is impossible to prevent a notice of its contents from having a disjointed appearance; we may as well therefore plunge into it at once as endeavour to enter upon it by following a more circuitous course.

In 1804 he thought that 20,000 British infantry in the King's service would be the smallest number adequate to the performance of the duties required of them in India, which could not have included the European troops in the service of the East India Company, and his estimate was lower than that of any other person on the subject. The increase of our territory in that country since that time had increased the necessity for a greater number of troops in 1824, as he stated in a letter to Lord Bathurst. What then would he think would be a requisite number in these days when our territories in India extend over thousand of miles which then were governed by native princes?

He admits the difficulty and risk attending military operations in India, but does not participate in the alarm that our government of

that empire can be seriously imperilled, and he also makes some suggestions with respect to the stations which should be occupied, which are in accordance with existing arrangements; but on these we need not dwell here, as we propose next month to publish the substance of a paper by Sir. W. Mansfield containing details of the number of our troops and the manner in which they are distributed. The real danger to our government in India he affirms to be in the appointment of Governors and Commanders-in-Chief, who are tainted with imbecility, inexperience, or want of character; consequently the greatest possible misfortune would be that of making the offices held by these the means of political arrangements.

As there are few subjects that affect the British Empire more closely than the state of our Indian Empire, we cannot pass over unnoticed the memorandum relative to the causes of the mutiny of the 47th Native Regiment in October and November of 1824.

The 47th Native Regiment in conjunction with others had been ordered to march on service to the Eastern frontiers on a certain day. Previous to this day it became known to the commanding-officer of the regiment, Lieut.-Col. Cartwright, that the men were discontented at mules not having been hired for the carriage of their luggage as usual. As the animals could not be hired, Col. Cartwright advanced a considerable sum out of his own pocket and the government made a similar advance, altogether to the amount of 4000 rupees, for the purchase of the bullocks. This was however only one cause, and previous to the day appointed for the march, men belonging to other native regiments met the men of the 47th and discussed their grievances with them, and from the fact that men belonging to these regiments seized their colours and joined the 47th on the morning when they assembled on parade and refused to march, it was supposed that these regiments intended to support the 47th. They were requested to state their grievances and they did in writing, but they refused to attend a committee as they were ordered to do on the pretext that deputies sent would not be allowed to return; though Col. Cartwright offered to remain as a hostage. The grievances they put forward were that they were to be sent on board ship, that their pay was not sufficient and some others, which the Duke considered after reading all the evidence subsequently adduced before a committee, were mere pretexts, and that the real grievance was that they were ordered for service on the Eastern frontier instead of being kept in Oude. But it is not so much with the mutiny and the means taken to punish the mutineers that we are interested, as with the manner in which the discipline was affected by the way in which the officers performed, or more correctly speaking neglected to perform their duties in those days. The best European officers, the Duke says, were employed in Civil and Diplomatic duties on the Staff, in irregular corps, and other ways. The officers on regimental duty were therefore an inferior set of men who never attended the roll call of

their companies, and very seldom the regimental parades. They did not know the men of their companies by sight, still less by their names; never spoke to them and had no communication with them except through the native officers or non-commissioned officers. They were actually ignorant of the orders issued by their commanding-officer, and knew nothing whatever of what was going forward before their eyes until the men mutinied. The adjutant who gave out the orders of the commanding-officer, did not consider it his duty to see them carried into execution, the quarter-master did not consider it his duty to know anything about the clothing or equipment of the troops, or, in fact, of anything at all. It is not mentioned that this was an exceptional state of things, the inference therefore is that it prevailed in other Native regiments at that time; the state of discipline may therebe imagined; let those who maintain that we effect no improvements compare that state of things with the present.

The change in the condition of Ireland is very evident as regards its tranquillity. In 1816 the Duke of York proposed that the force there should never be less than 25,000, and even this number, he thought, might not be always adequate to the services that might be required of it. To meet emergencies that might arise there and in our colonies, he was of opinion that we ought to have a strong reserve, as well as a floating force, applicable to reliefs. He could not, however, get the King and Government to see the necessity of maintaining so large a force in Ireland, and it was therefore reduced; and when other circumstances occurred at a later period which showed that the number was inadequate to the purpose for which it was stationed there, the number was increased at great and unnecessary expense; and it was resolved in 1823 that for no reason, however urgent, should the forces in that country be reduced below 20,000. He was for putting down outbreaks there with promptitude. He says—"We cannot afford to adopt half measures, or to have in Ireland only doubtful success, or even a protracted contest. We must get the better of a rebellion immediately, or we shall have the whole world in arms against us; whether secretly or otherwise will not much signify."

Then, with respect to the army in the West India Islands, the Duke of York, the Commander-in-Chief, stated in 1816 that the British troops for the defence of the islands should never be less than 11,000 under any circumstances, and ought to be 15,000. This number, however, was reduced from economical considerations to 6,000, distributed in such a way that no reserve was left to draw upon anywhere in the case of a sudden emergency. About 1823 great alarm was occasioned by the partial insurrection of negroes in one of the islands, just as happened the other day in the case of Jamaica; and the Duke dwells on the really dreadful consequences that might have ensued if the disturbance had extended to other possessions. At the present time, the danger that would follow from

a rising among the negroes in Jamaica, or any other of the West India islands, would be immeasurably greater than in the days of the Duke of York; and we can hardly doubt that the day is not far distant when we shall be compelled to give up our possessions in the West Indies, or fight for them at a cost of blood and treasure infinitely greater than they are worth.

In the present number of the Magazine will be found the opinion of the present Commander-in-Chief on the troops that should be stationed in some of our possessions in that region, and on the importance to us of maintaining our power there; but we cannot shut our eyes to the probability that Thaddeus Stevens' anticipation that the West India islands will one day form themselves into a confederation of republics, will be realised. It may be far from being the grand Western Republic which he prophesies; but the scheme may work, and in that case we must withdraw. How soon this idea will begin to fructify, no man can say; but it can scarcely be doubted that at the present moment there are agents at work among the coloured people everywhere inciting them to organize for the purpose of establishing their own form of government. With the example of their brethren in the Southern American States before them, the existence of the Haytian Republic as a nucleus round which to unite themselves, the coloured people of Jamaica, with the recollection of the severity with which their late attempt to assume possession of the island fresh in their memories, was crushed out, are pretty certain to be engaged in trying to effect a combination by means of which an attempt on a much larger scale may be made to effect their object. The danger to the white population which now exists, existed then from the agitation caused by the discussion of the negro emancipation scheme; and he also recognised at that time—that is, in 1825—the necessity for keeping up a strong force to meet the danger to the white population arising from the changes in progress in the Gulf of Mexico, and particularly from the probable conquest of, or revolution in Cuba, and from the state of the black empire in St. Domingo. The disturbance going on in Hayti at the present moment, however trifling it may appear to us at this distance, has a very real and serious importance to the white populations in that region, which is far from being overrated by the Duke; and if he attached so much importance to it then, what would his opinion be now when the whole of the Southern States of America are under the influence of the negroes, and four of them—namely, Georgia, Louisiana, Virginia, and Tennessee are actually governed by negroes, and white people are flying from them under the apprehension that there will be a general rising of the negroes throughout the whole of the Confederate States. If the Southerners do not live to curse the man who fired the first gun at Fort Sumter, and every man who took part in bringing about the war with the Northern States or aiding its continuance, it will be strange indeed.

The question of the formation of a reserve, which was brought

before Parliament last session, and will probably be brought before it again in the ensuing one, renders the opinion of the Duke of York, who had held the post of Commander-in-Chief for a considerable time, of peculiar value at the present period. The establishment of a reserve to meet unexpected emergencies he assumed to be a necessity, and the question that remained to be solved was, in what way this necessity should be met. The embodying of pensioners, he thought, by no means adequate to effect it; he looked upon a measure of this kind merely as a resource for temporary and local purposes, and not applicable to general contingencies. At the same time, he did not undervalue the advantages to be derived from having the power of calling out such a body for home protection, and thereby liberating regular troops for foreign service, but this, he says, "applies to the momentary object only, and the general nature of our service in time of peace requires that all that constitutes our force should be disposable for any and every service, and that we should be in no case restricted in its application. Limited as are our means, and various and sudden as may be the demands upon them, they ought to be independent, and to admit of arrangements free from local or restrictive considerations, and they ought to be of the most efficient and active description. In the event of hostilities producing the necessity of large augmentations, and of arrangements purely defensive, the pensioners would afford a valuable resource from the facility and expedition with which large numbers of them might be assembled and embodied, before other additional levies could be rendered effective, but it would be wise to reserve this resource for such periods when the expedition with which we may avail ourselves of it shall form a main consideration. But where the augmentation may be made at leisure, the government would find its advantage in the employment of that description of force only which shall prove most efficient and generally disposable, by which also it will effect its present object without depriving itself of a facility which may become valuable at a future period of general pressure requiring more rapid results."

The augmentation of the army, or the means by which it might most readily be effected, possess at least as much interest now as it ever did. This is one of the matters on which the opinion of the Duke is of the highest value. The question was referred to him by Lord Bathurst, whose own opinion was, that the House of Commons would more readily consent to an increase of the army by strengthening the companies, than by an increase in the number of regiments. He was himself in favour of the latter course.

From a paper written by the Duke of Wellington on the same subject of the augmentation of the army, though it was written with certain wants in view, which do not exist just now, the ideas contained in it are equally valuable as if they had just been penned. He, too, considered that it was not only inexpedient but disgraceful to a government, and detrimental to the service, not to have a re-

serve force to draw upon, instead of being obliged to collect men from every available source on the smallest emergency. His objection to have recourse to the pensioners lightly was not less strong than that of the Duke of York. To call out this body to augment the army, he considered would be unjust to them, and at the same time deprived the country of that resource to provide for a sudden emergency when to have recourse to their assistance could not be regarded by them as an injustice. What he then said with respect to the pensioners applies now to the militia. This body, valuable as it is, are only available for the defence of this country; and though, as they proved during the Crimean war, some regiments might be induced to volunteer for garrison duty in Gibraltar and Malta, and perhaps, also in more distant places, they could not be relied upon in the same way as regular troops. Their service out of England would be voluntary in the first place, and men whose services are optional can never be reckoned upon like men to whom it can be said: Go there! and they obey as a matter of course. Another drawback to their availability is, that if they are stationed at a particular station, and their services were required at another, they could not be moved without their own consent, however urgent the necessity might be.

Everybody must be aware that the common opinion of Europe is, that nothing would induce us to fight, at least, not unless it was forced upon us, and English travellers on the continent are often forced to hear things said on this subject, which makes the ears of the hearer to tingle The governments of European States know that it would not be safe to presume too far on our determination not to interfere in matters with which we have no immediate or direct interest. How far humanity benefits or otherwise by our practice of non-intervention is a disputed point. On the one hand, wars are nipped in the bud by the knowledge of the weaker power—that it will receive no aid from us either in men or money; it is thereby prevented from attempting to exercise that tyranny of the weak over the strong, which is more powerful and more painful to endure than any other. On the other hand, the stronger powers have been led into wars they would not have dared to venture upon if they had known that the sword of England would be thrown into the scale against them. The feeling in favour of withdrawing our soldiers from Continental affairs, we find from the Duke's despatches, had begun to manifest itself so far back as 1824. Speaking of the alliance between England and the continental powers, he said, there was a growing inclination in this country to separate it from the the alliance, as far as possible, consistently with the treaties into which we had entered. This sentiment was not merely that of political adventurers and fanatics, but was held by moderate and well-judging men quite as extensively. The effect of this feeling in isolating the British government was to him, naturally enough, a subject of regret; and he regarded this isolation as a source of great

mischief to England and the world, more to the latter than to us. The policy of non-intervention, however, is one to which he was himself favourably disposed, as we may infer from a letter to Sir Herbert Taylor, date 27th Dec., 1827, on the subject of the invasion of England. One of the most important subjects to look forward to he considered to be future wars, and our preparation for them. One reason why the wars in which we had been engaged had been long and costly was, because we were unprepared for the operations which would have brought them to a close for years after they were commenced; a system which he was of opinion ought to be abandoned. The first thing was to take great care to keep ourselves out of disputes if possible, and the next, to put our resources for war on such a footing as that we might apply them at a much earlier period of the contest than we had done down to that time. As to the risk of invasion, he was not blind to the advantage gained by a hostile power by the employment of steam vessels, especially at the beginning of a war, when they might be of especial service in making a sudden onslaught on one of our naval arsenals, but he had never been under such apprehensions on this subject as some were.

With respect to an attack on our arsenals and the means of defence, we will give what he says in his own words. "I have the officers of Engineers now employed in the consideration of a plan for the security of Sheerness, which I will afterwards apply to Portsmouth and Plymouth, if I should find the Government and Parliament disposed to adopt it. But I confess I think a solid invasion of the country, with a view even to the plunder of the capital or of Woolwich, or even to take possession of, or to do more than bombard one of our naval arsenals, is out of the question."

On the subject of fortifications, there is a letter of the Duke to General Mann, which present and future circumstances make of peculiar importance. In this he calls attention to the number of works and buildings now useless or going to decay, owing to the materials used being bad or unsuitable, or the workmanship or foundation being bad, as well as the construction of the works themselves in a way not suitable for the purposes they were intended to fulfil. There were innumerable instances of this sort; but as the country could not dismiss a corps of Engineers as a private individual might his architect or builder, the remedy he proposed was one that appealed to the pride of the officer, by attaching his name to his work. His idea was that a man who from easiness of disposition, or any other cause, would overlook a defect in a plan or a work on the part of the contractor or the workmen under his order, would not so readily do so if his own name was to be associated with a tower or other building uninhabitable from damp, because the mortar used in constructing it was made with sea-sand, or of a magazine unfit for the storage of powder for the same reason, or of one which cost more than its value in repairs, because the foundation was insufficient or injudiciously laid. He therefore directed General

Mann, unless he could suggest a remedy more likely to prove more effectual, to enforce the following order, which is dated May 21, 1823:—

"As the recent arrangement and regulations of the Treasury have imposed upon this department the execution of all buildings and repairs of buildings, under the Government in all parts of the empire, the Master-General and Board desire to call the attention of the officers of Engineers to the increased trust reposed in their skill and their attention to their duty.

"The Master-General and Board are desirous of having some lasting record of those qualities in the officers of Engineers; and they are pleased to order that whenever any public building may be executed under the direction of an officer of Engineers, a brass plate may be affixed in some conspicuous part of it, stating its dimensions, the amount of the estimated expense, the amount of the cost, the date of the commencement and that of the conclusion of the work, and the name of the officer who has executed or superintended it. The same to be done in case of any repair exceeding the sum of one thousand pounds; and in case any repair should be given to any public building, the expense of which does not exceed one thousand pounds, a particular description of it, and statement of its expense, are to be recorded in the books of the Engineers' Office, at the place at which that repair has been executed, with the name of the officer who has executed or superintended it, in order that the Master-General and Board may at all times in future know who are the officers who have executed the public works carried on under their directions."

There are some subjects on which though he is dead he still speaks. Of these one is the Eastern question, which seems never to have had a beginning, and, if the millenium is anything like so near as many imagine it to be, will remain unsettled till the world's end. It crops up unceasingly—not an event can occur which affects the foreign policy of any government in Europe which it does not influence, and in the same way it has to be taken into account in coming to any arrangement. The reason is that it is one of those questions which involve a principle. Christians can no more be persuaded in these days that men who are substantially of the same creed as themselves can rightly be left under the domination of heathens than they could in bygone centuries: and though the domination in these days is little more than nominal, if the Christian subjects of the Porte were to combine to throw off the Turkish yoke, and establish a form of government for themselves, Turkey would certainly not be permitted to use force to prevent it. The obstacles in the way of their release from this yoke arise chiefly from the difficulty of devising a scheme which shall not give to one power an advantage over another.

How unswervingly Russia has maintained her old policy with respect to Turkey and Greece may be gathered from the instructions

given by the Prime-Minister Canning to Mr. Stratford Canning. After describing the policy of England with respect to Turkey, which was consistently acted upon by the latter gentleman during so many years, through good report and evil report, he refers to the misunderstanding between that power and Greece. The present relations between these two States, though arising from a different cause, seem not unlikely to arrive at a similar state, and, in that case, the action of Russia would probably be of an active character. Already we have seen in Russian journals articles not merely defending the right of Russia to co-operate with the Greeks and Christian subjects of the Porte in a war against the sovereign power, but insisting on the duty of Russia to aid them, whatever may be the opinion or action of the other great Powers in the matter; a duty from the performance of which it is not absolved by the neglect of other Powers to perform their share. Speaking of the question of such a war as that we have just referred to, Mr. Canning says—"There are not wanting reasons which should induce the Porte to reflect seriously upon its situation and prospects in this struggle. A war with Russia cannot be a matter of indifference to the Porte, and yet surely the Porte must know with what difficulty, with what compulsion and laborious perseverance the Russian government and nation (the government through the influence and persuasion of its allies, the nation through the really pacific disposition of its sovereign) are kept quiet and prevented from crying out for war, a war against their natural and ancient enemy, and in behalf of a nation professing the same religion with themselvas. War once begun would spread through Europe; but there is not that nation in Europe that would side with the Porte against the Greeks, however little desirous any of them might be to assist in the aggrandisement of Russia at the expense of Turkey, and however anxious all of them to restore peace and to preserve the system of Europe undisturbed. It is to considered further that events in the Western Hemisphere have approximated, as it were, the different divisions of the world to each other, and have brought new powers to bear on every question of political struggle or change, in whatever part of the globe it may arise. The Porte cannot doubt that all the inhabitants of both Americas to a man are in their heart favourers of the Greek cause, and might at no distant period become active co-operators in it."

Though the probabilities of a war between France and Prussia have been greatly diminished, if not altogether extinguished by recent occurrences, which could not have been foreseen by the Emperor Napoleon at the time when, under the irritation caused by the conduct of Prussia, he commenced preparations for a campaign against that power, it will still be interesting to give the substance of a memorandum of the Duke's on the subject of the frontier between the two States. In settling the question of the frontier line, he says that the National Atlas maps were the authority

referred to in all the negotiations at Paris in 1814 and Vienna in 1816, and that, if no alterations had been made in the departmental division of the territory of France subsequent to the treaty of 1814, there could have been no mistake in the terms of the treaty. But subsequently to the treaty of 1814, those parts of the Department of La Sarre not ceded by the treaty of 1814 were joined to the Department of La Moselle. "This arrangement, I should think, must have been published at the time, and the allies ought to have known of it; but the maps were not altered, and the difference between the then frontier of the Department of the Moselle, as fixed by law, and the ancient frontier of Germany was not adverted to."

His disinclination to the employment of privateers may be inferred from a despatch to Mr. Canning, at the time when an invasion of Spain by France seemed imminent. In this matter, his opinion entirely coincided with that of the King, who was very anxious on the subject, and wished both parties might be prevailed upon not to issue letters of marque. That the attempt to induce Spain not to avail themselves of this means of annoyance would be unavailing he was quite convinced, and France would therefore have to follow the same course in self-defence. But, as regards ourselves, he considers that we ought and might exclude privateers from our ports, and prevent them selling their prizes there.

In one of the volumes issued previous to this, the Duke refers with contempt to the detractions to which he had been exposed, and expressed his doubts whether, eventually, his presence at Waterloo might not be denied altogether. Another charge made against him was that he played heavily, and lost large sums of money. The contradiction to this statement, the belief in which is current to this day, is given in a wonderfully temperate letter, considering the circumstances, addressed to Mr. Adolphus, on the 17th December, 1823. "The Duke of Wellington presents his compliments to Mr. Adolphus, and incloses him the *Morning Chronicle* of Friday the 12th inst., to which the Duke's attention has been just called, in which Mr. Adolphus will observe that he is stated to have represented the Duke as a person *known sometimes to play at hazard, who might be committed as a rogue and vagabond.*

"The Duke concludes that this paper contains a correct statement of what Mr. Adolphus said upon the occasion, and he assures Mr. Adolphus that he would not trouble him upon the subject, if circumstances did not exist which render this communication desirable.

"Some years have elapsed since the public were informed, *from the very best authority,* that the Duke had totally ruined himself at play; and Mr. Adolphus was present on one occasion when a witness swore that he had heard that the Duke was consequently obliged to sell the offices in the Ordnance himself, instead of allowing them to be sold by others!! The Duke has suffered some inconvenience from this report in a variety of ways, and he is

anxious, at least, that it should not be repeated by a gentleman of such celebrity and authority as Mr. Adolphus.

"He therefore assures Mr. Adolphus that in the whole course of his life he never won or lost £20 at any game, and that he has never played at hazard, or any game of chance, in any public place or club, nor been, for some years, at any such place.

"From these circumstances Mr. Adolphus will see that there is no ground for making use of the Duke's name as an example of a person *known sometimes to play at hazard, who might be committed as a rogue and vagabond.*"

We give the above letter exactly as it is printed in the book under consideration.

On the subject of solitary confinement as a mode of punishment as well as a means of reformation, the Duke is of opinion that its adoption might be attended with advantage if it could be effectually carried out; but there existed no facilities for testing it in the barracks anywhere, and any solitary confinement such as that contemplated by the Legislature at that time—namely, where the prisoner would be cut off from all human intercourse—could never be carried out where it was possible for the prisoner to speak to anybody. It was obvious, therefore, that it could not be carried out in the field or cantonments, nor in any separate apartment which would have to be guarded by a sentry, as everybody who knows what British soldiers are, would be aware that communications between them would be certain to go on. A system of this kind had been in use in India for a long time. The places where the men were confined were known as Conjee houses, so called because the prisoners confined in them were fed during the short period of their confinement on conjee —that is, the water in which rice had been boiled. He suggested that a fair trial should be given to the plan, and that for this purpose a properly fitted up prison should be constructed, to which the soldiers convicted of offences might be sent from all parts of the kingdom. To a certain extent his recommendation has been adopted; but the abstract of the last report on military prisons will show that the system has never yet been completely carried out, though it is desired by every governor of a military prison in the kingdom. Thirty-seven years have elapsed since the Duke recommended the establishment of a central prison, and Col. Henderson asks every year for such a prison at Aldershot, and has been expecting to get it, but his expectation has been hitherto disappointed.

Of course in a book of this kind there are many subjects referred to which, though extremely interesting, we cannot mention, but which will make the reading of the book agreeable to all who may procure it. We must not, however, omit to mention one feature which adds greatly to its value, and that is the very full index of its contents. So far as we have perceived there is not a single fact mentioned either in the letters or memoranda which is not duly marked in the table of contents.

FOREIGN SUMMARY.

Paris, Nov. 22.

The subject which, of course, excites the greatest interest is the possible duration of the occupation of any portion of the Papal States by the French troops. The mere recall of them from Rome to Civitta Vecchia will not be regarded as bringing the intervention to an end, and it is uncertain as yet how long it will be before the interference in the affairs of the Papal government will cease. The general feeling with respect to the intervention is one of satisfaction, and I doubt if the Emperor was ever held in higher estimation by his subjects than at the present moment. They are pleased that there is to be no war with Prussia, and are gratified that the difference with that Power has been terminated without humiliation to France; and the promptitude with which he went to the aid of the Pope, regardless of the alliances which might have been formed with Italy to the prejudice of his country, has gained for him their respect and admiration; and even those men who are rather numerous among the higher classes, who speak disparagingly of everything, including their government and sovereign, are forced to be silent now on the two last subjects, for if they venture to utter the sentiments they have been accustomed to utter, they are either heard without reply and with a cold look of disapproval, or they receive a sharp rebuke from some member of the company, who is roused out of his usual polite coldness by the warmth of his feelings. The clergy are very warm in their approval of the conduct of the Emperor, and very naturally so, and their flocks, especially in the rural districts, share their sentiments thoroughly. Perhaps no stronger proof could be given of the extent to which the French nation sympathises with the Pope could be mentioned, than the fact that a people not particularly noted for the amount of their subscriptions for any purpose, have already subscribed £100,000 to meet his wants, and the contributions are still coming in.

The Army Organization Bill modifying the existing regulations runs thus. The length of service to be nine years, reckoned from the 1st July. In time of peace the soldier can only be retained under the flag five years. The grounds for exemption must exist previous to the revising of the lists, those which occur between the revising of the lists and the 1st of July, the day of drawing, will not be admitted. In time of peace, the men will be dismissed on the 30th June; in time of war, on the arrival of the contingent to supply their place. When unlimited furloughs are granted, the men who have served longest will have the preference, and of these, the men who desire to be relieved from service. The men thus released will be under the obligation of presenting themselves for exercise at periods which will be fixed by the minister for war.

Men thus liberated may marry during the two last years of their service.

The duration of voluntary engagements will be at least two years; if contracted for nine years, it will be considered as a ground of exemption from the drawing by lot subsequently. In no case can the volunteer be sent away from the regiment without his consent. Applications to re-enlist can only be received during the last year of service with the flag, or in the year preceding the definitive release from service. After serving five years, the pay will be raised to the higher scale.

The length of service in the National Guard Mobile is fixed at five years, reckoning from the 1st July of the year of drawing.

These are merely the alterations proposed, and cannot be well understood without the text of the existing regulations. This is felt by the members of the Legislature themselves, and it is intended to give them the regulations along with the modifications when the Bill is printed.

At the re-opening of the sittings of the Cour des Comptes, Count Cassabianca read a report, in which he compared the public expenditure of Great Britain in 1863 with that of France. In the section relating to the military and naval departments in both countries, he states that the expenditure of the United Kingdom for the army and navy on the peace footing, according to the official statement of the Audit-office, was, in French currency, 640,900,000f., from which, deducting 70,800,000f. for pensions, there remains a net expenditure of 570,100,000f. The French sea and land forces cost in the same year, on the peace footing, as in the former case, 499,176,000f., the difference between the two countries being therefore 70,924,000f. in favour of France. Taking the army alone, England paid for her army of 145,000 men and 14,000 horses, exclusive of pensions, 336,050,000f. France paid for an army of 400,000 men and 85,000 horses a sum of 376,587,000f. Hence, if the English army were as numerous as the French it would cost above 1,000 millions of francs! This difference is owing to several causes, of which two only need be mentioned. The English private's pay is 1f. 25c. per day, while that of the French foot soldier does not exceed 45c. The keep of a horse is 814f. per annum in England, and only 429f. in France. The British navy cost in 1863, deducting pensions, 234,050,000f.; the French Navy 122,589,000f. The English fleet consisted of 522 steamships (including four ironclads), carrying 9,091 guns, and 103 sailing vessels, carrying 665 guns—total, 625 ships, carrying 9,756 guns. Of this force 155 vessels were on active service, besides 327 engaged on coast and harbour service. The total number of men, including marines, was 76,000. France had in the same year a navy of 26 ironclads carrying 670 guns, 316 steamships carrying 4,542 guns, and 147 sailing vessels carrying 1,644 guns, making a total of 489 ships and 6,856 guns.

The number of ships on active service was 149. The number of men on board is not given, as the returns are not yet complete; but the report goes on to say that the pay of the British sailor varies between 403f. and 700f., and that of the French sailor between 292f. and 438f. a year; that the equipment of an English sailor costs 103f., and that of a French one 79f. 50c.; and, lastly, that the ration of an English sailor costs 452f. per annum, and that of a French one only 354f.

If the French Government has been diligent in laying up stores of oats and buying horses, it has only been doing what German agents have been doing. There are few horse fairs in the United Kingdom which are not attended by agents of foreign governments, or by men who are understood to be such, and the same may be said of foreign countries. It is not safe, however, to believe these representations always; they may be made by men who have motives of interest which can easily be imagined. As regards the accumulation of horse provender, that partakes largely of the character of speculation, and does not necessarily involve any loss; quite the contrary, in fact, a considerable profit on such transactions may be realized by the administration from judicious sales; but this is a matter respecting which it is thought the less that is said the better. The inference that may be drawn from the purchases in a political point of view are alone dwelt upon.

The utter failure of the invasion of the Papal States furnishes evidence sufficient to satisfy all who have doubted, if the statements contained in this Summary relative to the contentment with their government of the inhabitants of the Papal States were true. At no place did they join the insurgents, or show anything but indifference to their proceedings. Nor is this the only knowledge that has been furnished by the invasion. It is now manifest to everybody capable of forming an opinion, and who can estimate the value of facts with an impartial judgment, that the internal affairs of Italy are in a condition to excite serious alarm in the mind of well-wishers to Italy. That there still existed a large number of persons in most of the cities of Italy who are favourable to a return to the old state of things, I have often had occasion to mention; but with respect to such cities as Florence and Milan they were chiefly among the higher classes and those immediately dependent on them. We now know that the lower classes of Southern Italy are not only dissatisfied with their present government, but are inclined to a return to the old government or to go on to a republic. It will be remembered that long ago there was a talk of placing the government of Southern Italy in the hands of Murat; the consideration of the project has been revived of late, though how it is to be carried into effect it is not easy to form a feasible conjecture. Probably the opposition to the scheme would be much weaker on the part

of the inhabitants than on the part of Italy; but if France chose to enforce that scheme there is nothing to prevent her from carrying it into effect, inasmuch as Victor Emmanuel has no friends, and if all that is said of his double-dealing in connexion with his Ministry is true, he cannot expect to have any. Another circumstance that gives colour to the substitution of Murat for Victor Emmanuel is the certainty that if Murat put forward his claims openly under the avowed or approved sanction of France, a very large part of the population, who have no particular liking for any form of government, would give its adhesion to that which received the support of the priests, who, not unnaturally, detest a government that has deprived them of so large a portion of their homes and property. Of course the adherents of the old government would be very ready to join any new one which would overthrow the existing one. The misery in which the lower classes of the South Italian cities constantly live would surprise most Englishmen, if they were aware of what it is, and they would cease to wonder why they desire a change, and why their discontent is so strong that it is thought necessary to have thirty thousand soldiers quartered in Naples alone to maintain tranquillity.

It has been affirmed that Garibaldi had an interview with Ratazzi after he quitted Caprera, and that the latter gave him money to assist him in organizing the invasion of the Papal States. This has been positively denied, and in such a way as to leave little or no doubt that the original charge against Ratazzi was unfounded. But though this denial may be true in a literal sense, the inference it is intended that people should draw from it—namely, that the Government had no share in the invasion, and did not aid it by no means follows. There is too positive evidence that if the King of Italy and his Ministry did not aid and assist, some of the Generals in the army did. The soldiers of the army stationed in Southern Italy were not only allowed to absent themselves from their regiments to join the Garibaldians, but were encouraged to do so, and received money to pay the expenses of the journey. A well-informed writer says:—"Of the fact of this connivance there can, I think, be no doubt resting on the minds of any sane person; but if any proofs of it were needed they might easily be found in Southern Italy. It is only now as they come to light that one is surprised at his having been deceived by assurances and protestations which had no foundation in truth. 'It was no conspiracy in which we were engaged,' said the person whose information I sent you yesterday, 'for the Government, Europe, all the world knew what we were doing.' Scattered through Italy there were 84 committees for the collection of money for the relief of the wounded in the Roman States; in other words, for the support of the invasion. On these committees were Deputies of Parliament and Government officials, and among the

contributors were persons in authority. As far as Naples, too, was concerned, as I now learn on indisputable authority, the enrolment of volunteers was not only sanctioned, but carried on by the authorities. The Quæstor, whose duty it was to maintain the order and honour of the country, enrolled them in the Quæstura, as did provincial councillors in the official buildings appropriated to their use. The facts were well known to the Prefect, who, good easy man, took no notice of them, or who in subserviency to Rattazzi, was unwilling to see them. Moreover, from the Quæstura were supplied many things which were necessary for the Garibaldini, such as 185 muskets belonging to the Guards of Public Security, revolvers, caps, shoes, and blankets, and an inspector of police accompanied them to the camp and assisted in their organization."

So far as Ratazzi and the King of Italy are concerned, the Neapolitans abuse them with all the energy of ignorance which sees only one thing and is unable to take circumstances into consideration which might lead them to modify their conclusion. It is seldom, however, that the same men get so thoroughly abused by people who hold such widely-divergent opinions as the Neapolitans.

Now that the affair is over, it is, perhaps, a good thing for Italy that it was undertaken. The Italians now know that France will not allow the Papal States to be invaded by the Italian army, and the Garibaldians have discovered that they are no match for the Pontifical troops, which I suppose no sane man imagined they were. It is true that the first proceeding of the Italian Government after the check it received and its withdrawal from the Papal States was to augment the army, which I conceive was caused by the anticipation that Spain had hostile intentions which it would require all the resources of the kingdom to meet. If Spain had any such intention—and I have very little doubt that it would have declared war if Italy had occupied the States under the sway of the Pope at any risk to itself—that intention has in all probability been abandoned, and the King may now, if he has the courage to add to his unpopularity, do the only thing that can give the kingdom the last chance of getting through its difficulties; but it is hardly probable that any Ministry that may be formed now will venture to propose a reduction on a large scale, though it would no doubt be glad to support the Chambers if it showed a desire to adopt the only means that can be found to bring the revenue into something like order.

After every great misfortune, people are glad to pick up any little comfort that can be got out of it. The misfortunes of the Emperor of Austria, and his conduct during the last few months, have procured for him more sympathy than is felt for any other sovereign in Europe. The consistent manner in which he has *pursued* a liberal course since he entered upon it has justly gained

for him the character of an enlightened monarch among the majority of his subjects who understand politics or take an interest in them; and the old Conservative party, having found it to be useless to try to induce him to retrace his steps, and hopeless to expect him to do so, have given it up, and instead of seeing nothing but the evils of the Liberal system, have begun to open their eyes to look for the good that may be in it; consequently, it may be assumed that henceforth Austria will possess a Liberal and Constitutional Government. The discussion in the Representative Assemblies have resulted in the establishment of an arrangement between Austria and Hungary which has created a bond of union between them, which has immensely increased the strength of the former at home and abroad. The inhabitants of the provinces, forming part of the Austrian dominions, which for years past have been agitated by schemes for organizing themselves with other provinces inhabited by kindred peoples not subject to Austria into a kingdom, now perceive that the attempt would end in a certain failure, and instead of pursuing an imaginary good, are settling themselves to the consideration of how they can make the most money by growing grain or extending their manufactures. Reports have been current that Italy has been trying to induce Austria to enter into an alliance with her; reports that have been denied, but which are persisted in now more strongly than ever. Had the marriage union between the royal families been established, this might have led to an alliance for the purpose of effecting political objects; but it is quite unreasonable to expect that Austria, which has not yet knit its parts together into a solid whole, would unite itself with a Power so unstable as Italy, which if it has the elements of physical strength, is morally weaker than a little kingdom like Belgium. Whatever attention may have been given to any such propositions could only have been to create disunion between Italy and Prussia, or simply to irritate Prussia.

One of the subjects of discussion between the Austrian Minister of War and Hungary related to the recruitment to be effected in 1868, and the intention to increase the number of battalions composing each regiment to six. At present there are only fifty regiments which have the requisite number of men to form six battalions; eight regiments could form but five, and fifteen which could only form two; consequently, there are seventy battalions to be created. The Minister for Hungary was not disposed to submit to the Diet a proposal for a recruitment exceeding twenty-five thousand, and that he could not submit to it the proposal for an extraordinary recruitment of forty-seven thousand unless it was made clear to him that the foreign policy of the empire made it imperatively necessary. The acceptance of the proposition by Hungary relative to the general recruitment was made dependent on the creation of a landwehr to be raised in Hungary, and not to

be employed outside its limits except with the consent of the Diet. Each regiment of the landwehr it was proposed to raise was to be composed of two battalions, and two squadrons of hussars to each regiment. The staff of one of the battalions alone was to be maintained in time of peace. The officers to be appointed by the Emperor, or as he is termed by the Hungarians, the King of Hungary, on the recommendation of the Minister. As an example of the folly of mankind, it may be mentioned that the slaughter and permanent disablement and disfigurement of so many thousands of human beings by the war between Austria and Prussia, would have been prevented if Austria had agreed to accept from Prussia a money compensation for her claims on Schleswig-Holstein.

Prussia is a striking example of the power of perseverance even in a bad cause. Public opinion throughout Europe was unanimous in condemning its conduct towards Denmark in the matter of the Duchies, it has, however, quite lived that down, and very few indeed would care now what Prussia might do in the Duchies, or to know what it has done or is doing in carrying out its projects at Kiel and other ports. The dispute between France and Prussia, which really endangered the peace of Europe is settled by the exercise of common sense and a little good will on the part of the rulers of the two countries, owing to the absence of any real grievance to fight about, is not likely to be revived. One consequence of the reconciliation seems to be that the crooked policy of the Italian government has again been exposed, and that certain projects of Italy inimical to France, or to speak more correctly, to French policy, have been revealed to the Emperor Napoleon.

Objections have been made to the requirements of Prussia in the recently-annexed States as regards the armament to be raised in them. In some the expense under this head will be largely increased, and none will be gainers in this respect by the change in their government.

The year's conscription is going on in the entire confederacy. To fill up the ranks of the four new *corps d'armée* created since last year's campaign no less than 100,000 men have been levied, instead of the 90,000 or so, the ordinary quota of the year. With last year's levy of 112,000 men, the new recruits will be sufficient to raise the new regiments to full war strength. The work of re-organization completed, as it will be two months hence, the peace footing of the Federal army in 1868 may be estimated at nearly 360,000. It is not surprising that the energetic and sagacious general who, in addition to the valuable services rendered in the war, has carried through so difficult and comprehensive a task in less than a year, should feel fatigued and have applied for leave of absence. General Von Roon, the Minister of War—I, of course, allude to him—will probably go to Egypt for the rest of the winter, as soon as all is

arranged. Speaking of military matters, professional readers may be interested to learn that the Prussian troops, who formerly marched only 100 paces in a minute, now have to make 120—the French standard, I believe.

Misfortunes rarely come singly, and of this the Emperor of Russia has had painful experience. After a narrow escape of being murdered in Paris, he had an equally narrow escape of being crushed, with some of his family by the fall of the heavy ceiling of a room he was on the point of entering since his return home. Such accidents as these are apt to have a permanently injurious effect on the mind; either by creating a spirit of fatalism, or a kind of superstitious fear that a third accident will follow, from which there will be no escape. The policy pursued by the Emperor within his dominions is favourable to the development of its resources, but it will be very long before this is shown in its exports, owing to the vast extent of the empire, and the want of roads and railways. For the construction of the latter, money may be obtained abroad; indeed, a new company has just received a concession for a very long line indeed; but before a railway can be very instrumental in promoting the prosperity of such a country as Russia, there must be good highways between the towns and villages, and these are very scarce indeed there. The chief subject in connexion with its foreign policy that agitates Russia at present, is the continued insurrection in Crete. It may or may not encourage Greece to continue its assistance to the insurgents, but it is quite certain that it does not discourage them, and the inference is, that what it does not discourage it encourages. Considering the miserable condition of the Greek finances, there is fair ground for the presumption that the aid which the Cretans receive they owe indirectly to Russia.

Experiments with breechloading guns for field batteries are being made at the camp at Khodinsk. All the foot-artillery batteries are being changed, and a new gun of peculiar construction is being tried, of which Russian officers speak highly.

GUARDSMEN IN THE NATIONAL PORTRAIT EXHIBITION.

BY COLONEL PONSONBY.

GEORGE, FIRST MARQUIS TOWNSHEND, *Captain and Lieutenant-Colonel First Guards.*

412. Reynolds.

George Townshend, son of the third Viscount Townshend, was born in 1723, and when only 7 years old, was appointed to an Ensigncy in the First Regiment of Foot Guards. By the time he

joined the regiment in 1740, he was nearly senior subaltern, and after a short service in Flanders and Germany, he was made aide-de-camp to the Duke of Cumberland, and was at the battles of Fontenoy, Culloden, and Laffeldt. He was extremely proud, and was an excellent caricaturist. The former quality offended his inferiors, the latter talent his superiors, so that he was far from being generally popular; but his undoubted abilities earned for him a certain degree of respect from all who were connected with him. Soon after he became captain and lieutenant-colonel in the regiment, he applied for the command of a corps, but was refused. This and other imaginary grievances caused him in 1750 to resign his appointments and retire on half-pay, while he proclaimed with much vehemence that he had been maltretad. He was not employed till 1759, when he succeeded in becoming lieutenant-colonel of the 64th, was promoted to the colonelcy of the 28th, and was appointed brigadier in the army destined for the St. Lawrence under Wolfe. Montcalm's able dispositions for the defence of Quebec were not to be overcome in a day, and Townshend's impatience at the delay in capturing the town evinced itself in the utterance of sarcasms and in the exhibition of caricatures condemnatory of the conduct of the general commanding; but these ebullitions fortunately did not resound beyond the camp, where the good sense of the other officers prevented any evil consequences. On the 13th of September, the army ascended to the plains of Abraham and defeated the French. Townshend was erroneously said to have been wounded, and Monckton assumed command after the death of Wolfe; but the former quickly asserting his right, superseded his junior, and had the honour of taking possession of the town. He is said to have claimed for himself the credit of the plan of attack, and as it was carried into effect after several councils of war, there is no reason for doubting that the idea may have originated with him. But, in fact, the plan itself for surprising the French above the town can scarcely be considered the effect of any extraordinary effort of genius, while the success depended entirely on the execution. This is undoubtedly attributable to Wolfe.

Townshend returned home soon afterwards. He became Major-General in 1761, succeeded to the peerage as Earl Townshend in 1764, and was afterwards raised to the rank of Marquis. In 1767 he was Lord-Lieutenant of Ireland. In 1770 Lieutenant-General, Colonel of the 6th Dragoon Guards; Master-General of the Ordnance in 1779 and 1782, and in the last-mentioned year a General and Colonel of the 2nd Dragoon Guards; a Field-Marshal in 1796. He died in 1807.

FIELD-MARSHAL THE HON. HENRY SEYMOUR CONWAY, *Captain and Lieutenant-Colonel First Guards.*

462. Gainsborough.

Henry Seymour Conway, son of the First Lord Conway, entered

the army as Ensign in the First Foot Guards about 1725, was Captain-Lieutenant in 1737, and Captain and Lieutenant-Colonel in 1740. He was at this time M.P. in the Irish Parliament; but shortly afterwards took his seat in the English House of Commons as M.P. for Thetford. On the breaking out of the war caused by the non-observance of the Pragmatic sanction, he went abroad with his regiment, and served at Dettingen and Fontenoy, where his company suffered most severely. The Duke of Cumberland appointed him one of his aide-de-camps, and was accompanied by him to the north of England in 1745. Conway carried the summons to surrender to the Jacobite Governor of Carlisle, who, unable to withstand the overwhelming Royalist forces, gave the town up to the Duke. Conway was also with the Duke at Culloden and at Laffeldt, where he was taken prisoner. His military promotions were as follows:—From the Foot Guards to the Colonelcy of the 13th Light Dragoons in 1751; Colonel of the 7th Dragoon Guards in 1754; Major-General in 1756; Lieutenant-General in 1759; Governor of Dublin Castle in 1766; Colonel of the 4th Horse in 1768; Colonel of the Royal Horse Guards in 1770; General in 1772; and Field-Marshal in 1793.

In 1760 he was a Major-General in command of a division in Germany, and served to the end of the war. Granby, who commanded the English forces, was a brave officer, but had no opportunity of displaying his generalship if he had any; for Ferdinand of Brunswick was Commander-in-Chief of the allied forces—a man of mediocre talent, opposed to two French Generals, Soubise and Broglio, of a similar calibre. The whole campaign, with the exception of Minden, consisted of a series of dull indecisive combats. In all these Conway took his share, doing his duty respectably and punctually, but never rising to any brilliant eminence.

On his return to England, he devoted himself to politics, and took so strong a part against Ministers in the question of the General warrants that he was deprived of all his offices and placed on half-pay. On the accession of his party to office, he was restored to all his posts, and became Secretary of State for the Northern Department. He was a tolerable speaker, but not a bold or vigorous politician. Indeed, he has been accused of timidity as a Minister. "He was afraid of disobliging the King—afraid of being abused in the newspapers—afraid of being thought factious if he went out—afraid of being thought interested if he stayed in —afraid of everything, and afraid of being known to be afraid of anything."

He was a friend and correspondent of Horace Walpole's, and earned some reputation as a dramatist by the production of a comedy called "False Appearances." He held the office of Lieutenant-General of the Ordnance in 1767, and was Commander-in-Chief in 1782. He died in 1795.

SIR GEORGE AUGUSTUS, THIRD VISCOUNT HOWE, *Captain and Lieutenant-Colonel in the First Guards.*

243.

Few families have attained celebrity in a shorter space of time than the Howes. The second Viscount left three sons, each of whom distinguished himself in no ordinary manner in his profession, and though the untimely death of the eldest prevented his fame from extending as far as that of his naval brother, his character was not less that of an earnest daring spirit whose soul was in his profession, whose talent was commanding, and whose skill was winning the confidence and love of his soldiers. He entered the Guards as Ensign in the First Regiment about the year 1735, a tall, thin youth, reserved and silent. As his regiment was engaged in Flanders and in the north of England, it is most probable that he saw some service during the years from 1743 to 1747. In 1748 he was Captain and Lieutenant-Colonel, and two years later was made Colonel of the 60th, and then Colonel of the 55th Foot, now stationed in America. He was as much respected and beloved by his new subordinates as he had been by his old comrades, and he was most energetic in perfecting and instructing his men in a Light Infantry drill adapted to the nature of the wooded country they were employed in. He was now reputed to be the best officer in the Royal army, and the provincial troops acknowledged without jealousy his superiority. He was, notwithstanding his silent habits, the life and spirit of the expedition despatched under the unfortunate Abercrombie to attempt the invasion of Canada in 1758. On landing at Point Pelée, on the northern shore of Lake George, Howe was sent forward with a wing of the 55th to scour the woods. In the thickest part of the jungle these fell in with an outpost of the French army under Mons. de Trepezé, who had been called in, and were making the best of their way to head-quarters when they encountered the redcoats. Startled by this unexpected sight, the Frenchmen fired a volley and fled; but this volley deprived the British of their commander, for Howe was killed, and his lifeless body was carried back to the camp, where all was dismay and irresolution. This was followed by the terrible defeat of our attack on Montcalm's position at Ticonderoga, and the failure of the expedition. The title after the colonel's death devolved on his brother, now a sea captain, but afterwards well known as a distinguished admiral.

JOHN, EARL LIGONIER, *Colonel of the First Guards*

417. Reynolds.

The two Ligoniers, members of a French Huguenot family, came to England at the beginning of the eighteenth century, and were soon afterwards appointed to commissions in the army. John, the eldest, served in some of Marlborough's campaigns, and rose gradually in the profession. He was lieutenant-colonel of

the 7th Dragoon Guards, colonel of the regiment in 1720, a major-general in 1739, and lieutenant-general in 1743, with the charge of a division at the battle of Dettingen. Here he conspicuously distinguished himself, was created knight banneret on the field by George II. and made Knight of the Bath. At Fontenoy he commanded the British Infantry, and in the following year was employed against the Pretender in Scotland. In 1747 he became general, was at the battle of Val, and charging at the head of the cavalry was overthrown and taken prisoner. On his release, by exchange, he was made Colonel of the 2nd Dragoon Guards, and in 1753 Colonel of the Royal Horse Guards. In 1757 he was created Viscount Ligonier of Enniskillen, a Field-Marshal, Master-General of the Ordnance, and Colonel of the First Regiment of Foot Guards. In 1760, Commander-in-Chief, and in 1762 Viscount Ligonier of Clonmel, with remainder to his nephew, Captain Edward Ligonier of the First Guards, husband of the gay Lady Ligonier, whose portrait is placed in close proximity to that of the honest old General's. In 1766, Lord Ligonier was promoted to the English peerage and made Earl Ligonier. He died in 1770, at the age of 91, to the regret of all, for he was a favourite wlth the court and with the army.

THOMAS PELHAM CLINTON, EARL OF LINCOLN, *Captain and Lieutenant-Colonel First Guards.*

440. Gainsborough.

Thomas Clinton, a younger son of the second Duke of Newcastle, was born in 1752. He purchased a commission in the infantry, and in 1775 exchanged into the First Foot Guards, a short time before a brigade of Guards was sent to America. He accompanied this brigade, and was made aide-de-camp to Sir Henry Clinton. He returned home on promotion, and at about the same time, by his brother's death, became tenth Earl of Lincoln, but, being anxious for service, obtained the command of a brigade in America in 1781. In the following year he returned to England, was made Colonel of the 17th Light Dragoons. He married Lady Anna Stanhope, succeeded to the dukedom in 1794, and died 1795.

LIEUTENANT-GENERAL THE RIGHT HON. JOHN BURGOYNE, *Captain and Lieutenant-Colonel Coldstream Guards.*

663.

John Burgoyne, according to the catalogue, second son of Sir John Burgoyne, Bart., was generally said to have been an illegitimate son of Lord Bingley. He received a good education and was left a small portion, purchasing therewith a cornetcy of cavalry. Burgoyne's literary talents were displayed in his youth, and his amusement consisted in the composition of plays, and in

superintending their performance. Many of these were very clever, and the "Maid of the Oaks," composed by him and performed at the Oaks in Surrey on the occasion of Lord Stanley's marriage, is replete with sparkling writing and interesting situations.

When qnartered at Preston, as captain in the 11th Light Dragoons, he secured the affections of Lady Charlotte Stanley, daughter of the eleventh Earl of Derby, and her parents objecting, he cut the matter short by running away with her. She had £300 a-year and a legacy of £25,000. Lord Derby was indignant, but finding that his daughter had married an accomplished gentleman, an able scholar and benevolent man, a reconciliation took place, and the Stanley interest henceforth befriended the young officer. In 1758 he was promoted to the rank of captain-lieutenant and lieutenant-colonel in the Coldstream Guards, and turned his mind with eagerness to politics. Two years later he obtained the lieutenant-colonelcy of the 16th Light Dragoons, commanded them at Belleisle and in Portugal, when he had moreover the charge of the whole of the British contingent sent to aid the Portuguese under Count de la Lippe in resisting the Spaniards. Burgoyne astonished the enemy more than once by his dashing movements. On one occasion he galloped with his regiment and took Alcantara by surprise; on another, in conjunction with Lieutenant-Colonel Lee, a name well known afterwards in America, he defeated a superior force on the Tagus: and at all times his conduct was esteemed highly by his allies. After his return home he was made colonel of his regiment, and was elected member for Midhurst, a borough he represented till chosen for Preston in 1768. In 1772 he became a major-general and Governor of Fort William.

The American revolution had reached a height unexpected by the Government in England, and more energetic measures were taken to suppress what was believed to be a riot among discontented provincials.

In 1775 Burgoyne was sent in command of a division to reinforce Gage at Boston. His ship the Cerberus was thus alluded to—

"Behold the Cerberus th' Atlantic plough,
Her precious cargo, Burgoyne, Clinton, Howe.
Bow, wow, wow."

The battle of Bunker Hill was described by him in a letter to Lord Stanley as a glorious sight, but, when published, this drew down upon him much abuse from the friends of the Americans, who discovered in him one of the strongest opponents of the revolution, and a man who did not hesitate to declare that it should be crushed with strong measures.

Carleton, the Governor of Canada, had been driven to seek shelter in Quebec; Burgoyne was ordered northwards, released

the garrison, and pursued the Americans till they had evacuated Canada. He then returned to England dissatisfied with the small position he had held, and full of a plan he had prepared while in the St. Lawrence.

He calculated in this, on the co-operation of Sir William Howe's army at New York, on the loyal feeling supposed to be lying hidden among the population of the New England States, and upon the supineness of the American people for the rebel cause. He intended to advance by Lake Champlain on Albany where he would meet the troops from the south, and that the two forces conjointly would overawe the district, encourage the loyalists, and cut the communication between the New England and the other States. This plan was only partially approved of by the King, who suggested many modifications, but it was adopted by the Ministry, without consultation with Howe or Carleton, the officers commanding at the two bases of operations. Lord George Germaine addressed the letter of instructions to Burgoyne, who was appointed Commander-in-Chief of the Expedition. This naturally annoyed Carleton, who nevertheless gave his best assistance to the campaign, while sending in his resignation. It is somewhat singular that no communication was made to Howe till the expedition was on the eve of starting, when Howe replied that it would be impossible for him to co-operate.

There was considerable delay in completing the preparations, and the Americans had, therefore, timely notice of the attack, the loyal feeling was not so strong as was expected, and at the first reverse of the Royal arms, disappeared altogether; and the American people were by no means so supine as the result proved, but were devoted to their cause.

Burgoyne left Montreal, in company with Sir Francis Clerke of the Third Guards, his aide-de-camp, on the 16th of June, 1777, and reviewed his army, consisting of 4,000 British; 3,000 Germans, under Baron Riedesel, of Lauterbach, and some Indians under Mons. St. Luc de la Corne. The enemy opposed him ineffectually at Ticonderoga and Hubberton, but much time was unneccessarily lost before reaching the Hudson. A detachment of Germans was defeated with great loss at Bennington by an enthusiast named Stark, who led on his raw levies crying, "We beat them now, or Sally Stark's a widow."

On the 19th of September Burgoyne defeated Gates at Bemis height, but the American General simply fell back on stronger reserves, while Burgoyne had no means of replacing his losses. The enemy were gathering round him. He was was cut off from Canada, he heard of no approach from the army at New York. On the 7th of October another engagement took place at Freeman's Farm. The loss of the British was very heavy. General Frazer, Colonel Breyman and Sir Francis Clerke were among the killed, Major Acland among the wounded. The wife of this

latter officer, a daughter of Lord Ilchester had accompanied her husband through the campaign, and now applied, through Lord Petersham, to Burgoyne for permission to pass over to the enemies' lines. All he could do for her was to give her a boat and a few lines, written in pencil, on dirty wet paper: "Sir, Lady Harriet Acland, a lady of the first distinction of family, rank, and personal virtues, is under such concern, on account of Major Acland, her husband, wounded, and a prisoner in your hands; that I cannot refuse her request to commit her to your protection. Whatever general impropriety there may be in persons of my situation and yours, to solicit favours, I cannot see the uncommon perseverance in every female grace and the exaltation of character of this lady and her very hard fortune, without testifying that your attention to her will lay me under obligation." Lady Harriet, her maid, and Mr. Brudenel, a chaplain, went down the Hudson, and were admitted to the wounded man's presence, and treated with kindness.

The English army was now compelled to retreat to Saratoga, where, surrounded by daily increasing numbers of the enemy, Burgoyne signed a convention on the 17th October, 1777. The army was to be allowed to return to Europe on condition of not serving again, but this agreement was shamefully violated by the Americans, who kept the troops prisoners till 1782, when all were dispersed by exchange, death, or desertion.

The effect of Saratoga was very great. It depressed the feelings of the loyalists, gave heart to the American patriots, confirmed the wavering councils of France in declaring for the republic, and strengthened the opposition party in England.

Burgoyne returned to London on his parole in 1778, and took his seat in the House of Commons. The government were cold to him, and the King refused to see him. Burgoyne asked for a court-martial. This was refused, as he was a prisoner. These rebuffs embittered the unfortunate general who, without due consideration, joined the opposition, and found among that party many ready to take his part, and to attack the Government for their faulty instruction. Still, he entreated for an inquiry. "I provoke a trial, give me inquiry, I put the interests that hang most emphatically by the heartstrings of man, my fortune, my honour, my head, I had almost said my salvation upon the test!" The Ministry now roused to anger, ordered him to rejoin the troops at Boston. He declined and resigned all his appointments, retaining only his rank of lieutenant-general to enable him to fulfil his parole, or render him amenable to a court-martial.

A Parliamentary inquiry then took place without result, and he published an account of his proceedings, together with his correspondence. The easy flow and beauty of his language even in the final account of Saratoga, must be admired, but "though," as Mrs. Inchbald writes, "the style charmed every reader, he had

better have beaten the enemy, and misspelt every word of his dispatch, for so probably the Great Duke of Marlborough would have done, both by one and the other."

On the change of Government in 1782, Burgoyne was appointed Commander-in-Chief in Ireland, a Privy Councillor of that Kingdom, and Colonel of the 4th Regiment of Foot. He resumed his seat in the House of Commons in 1786, and in the following year was chosen as one of the managers of Hastings' impeachment.

He died on the 4th of August, 1792, of gout, at his house in Hertford Street, and was buried privately in the cloisters of Westminster Abbey. But no stone marks the grave of a gallant gentleman, a brave soldier and an accomplished scholar.

CHARLES CORNWALLIS, SECOND EARL AND FIRST MARQUIS CORNWALLIS, K.G., *Ensign in the First Guards.*

756. Copley.

Charles, Lord Broome, son of the first Earl Cornwallis, was born in 1738. In 1757 he was appointed Ensign in the First Regiment of Guards, and, after having joined, went abroad with a 'bear-leader' for the improvement of his mind. While in Italy, he heard that his battalion had been ordered to the coast of France, and he returned homewards in all speed, only to learn that he was too late to share in the disgrace of St. Cas. Angry with himself, and fearing the displeasure of his brother officers at his absence on such an occasion, he turned to the army in Germany, hoping to find opportunities for distinction there. Fortune befriended him. He was placed on the staff, and soon afterwards obtained a company in a regiment forming part of the contingent under Granby. In 1762 he succeeded to the earldom. He was rapidly promoted, made aide-de-camp to the king, and colonel. In 1775 he was a major-general, and was employed in America, where he was at the head of a division, and had, on many occasions, a separate command. His march through the Carolinas was skilfully executed, and he reached Yorktown, in the hope of meeting a reinforcement from the army in New York. This aid never came. The reasons which caused its delay were published by Clinton, and refuted by Cornwallis, but the result was, that the British surrounded by an overwhelming force of Americans and French under Washington, and unable to escape by sea, as the fleet was otherwise engaged, were compelled to surrender.

Cornwallis was struck down by illness and unable to march out to Yorktown with his army, but he gave his sword to General O'Hara, who delivered it up to Lincoln, the American General, charged with the duty of receiving the submission of the English. The soldiers having laid down their arms, the ensigns were desired to deliver up the colours to as many sergeants; but the

British officers demurred, and the youngest officer of the American army, Ensign Williams, was therefore directed to take over the English and Hessian standards. Cornwallis was at this time Constable of the Tower of London. So it happened that the son of his janitor was prisoner in the keeping of his own deputy. He was immediately released on parole and returned to England.

In 1786 he was made Governor-General of India. In 1791 he captured Seringapatam, and compelled Tippoo Sahib to listen to reason. After his return to England he was created Marquis Cornwallis, a General, Master-General of the Ordnance. In 1799 he was sent to Ireland at a very trying moment, when the rebellion had scarcely been suppressed, as lord-lieutenant, and by his calm temper and judgment quieted down the angry passions which still attempted to display themselves on either side. He was also made K.G.

In 1802 he was sent on a mission to France, and signed the peace of Amiens.

In 1805 he returned to India as Governor-General for the second time. He died at Ghazepoor on the 5th of October, 1805.

SIR HENRY CLINTON, K.B., *Captain and Lieutenant-Colonel, First Guards.*

655.

Admiral the Hon. George Clinton, son of the second Earl of Lincoln, while on the North American station in 1750, obtained employment for his son Henry as an officer in the New York Independent Companies. In 1751 he was appointed ensign in the Coldstream Guards, and afterwards promoted to a lieutenancy in the First Guards. With this regiment he served in Germany, and was made aide-de-camp to General Conway. In 1762 he was promoted to the colonelcy of the 12th Regiment, and in 1766 was transferred to the 7th Light Dragoons.

On the breaking out of the Revolution in America, Clinton was given command of a division sent to reinforce General Gage at Boston. He attacked the rebels at Breed's Hill, commonly called Bunker Hill, and defeated them, but with such loss on his own part that proved his antagonists were most determined and formidable enemies. Boston was soon afterwards evacuated by the Royal troops, who went to New York. Clinton served under Howe at the battle of Long Island, and at all the actions of 1776. In 1777 he was made K.B. and Commander-in-Chief of the army in America. Though not so popular a general as Howe, who was a great favourite with all ranks of the army, he was undoubtedly a more energetic and able man. But his task was a hopeless one. He was opposed by a united, brave, and resolute nation, weak in the field at first from want of discipline, but gathering strength and numbers every day; assisted by well-drilled Frenchmen, enthusiastic in the cause of freedom, and glad of an opportunity of

humiliating England. Above all, the genius of Washington presided, far superior to our generals in his knowledge of the art of war, and possessing the confidence of the Government and the army of the North American provinces to the fullest extent. Clinton's capture of Charlestown and other minor victories proved him to have been an able soldier, but he could not execute impossibilities, and the suppression of the American Revolution was an impossibility.

He left America in 1782, and was succeeded by Sir Guy Carleton, whose task was little more than to deliver up New York to the Americans, and to withdraw the army to Canada.

In 1793 Sir Henry Clinton was appointed Governor of Limerick, he was M.P. for Newark, and Groom of the Chamber to the Duke of Gloucester. In 1795, he was made Governor of Gibraltar, and died the same year.

HENRY WELLESLEY, LORD COWLEY, *Ensign First Guards.*

753. Hoppner.

The Hon. Henry Wesley, fifth son of the First Earl of Mornington, was appointed an Ensign in the First Regiment of Foot Guards in 1791. His military career was, however, a very short one, for he quitted the regiment in 1794, and was appointed a precis writer in the Foreign Office. He then went to India as private secretary to his brother Lord Wellesley, and was made Commissioner for Mysore. On returning to England he was elected M.P. for Eyre, but again went to India as Envoy to Madras. After holding several other diplomatic appointments, he was made Ambassador to Spain, and held that office through part of the Peninsular War. His important services here were rewarded with the K.B. In 1828 he was raised to the peerage as Lord Cowley, and was Ambassador at Paris for many years. He died in 1847.

THE SALVORS OF PROPERTY ON THE ENGLISH COASTS.

There is no community, and perhaps no single individual, who may not derive advantage from the study of the opinions which other communities and individuals entertain of them. Each community and each individual is so accustomed to survey its own acts solely or chiefly from its own platform and under the light of its own interests, that it is unable to take so comprehensive and impartial a view of them as to test their true value. Hence would be the great advantage, as one of Nature's true poets has charmingly expressed it, of seeing ourselves as others see us.

Not indeed that it would be an advantage, either for communities

or individuals, to allow others to think for them; for our moral perceptions and mental powers were given us to use for ourselves, and as our philosopher, Mr. Mill, tells us, we are, perhaps, only too apt to "run in grooves" already. We have also to remember that those who criticise our individual or collective acts are often imperfectly acquainted with them, and are just as liable to study them too exclusively from *their* own platform, and under the light of *their* own interests, so far as the latter are affected by them; and, therefore, that it is only as a corrective, to be used as a chemical test is used, to detect an alloy or an adulteration, that the opinions of others claim our consideration. This is perhaps more especially the case as regards international criticism, seeing that besides conflicting interests, difference of country, of language, of habits, and often of religion, with necessarily limited personal intercourse, foster and maintain too many prejudices and antipathies to enable the people of one country to criticise impartially those of another.

We have been led to these remarks by the publication of a pamphlet in Paris entitled *The Wreckers* (*Naufrageurs*) *of the English Coast*, which has been recently brought to our notice, and the strtements of which we think we may advantageously bring before the beachmen and hovellers and others who earn their livelihood by saving endangered property on our coasts; believing that, although they may not be brought to see themselves altogether as their French neighbours see them, and may be able to show that they are something very different and much better than they may seem to be when seen through foreign spectacles, yet that a little wholesome and candid self-examination will do them no harm.

The object of the pamphlet to which we have alluded, is to show that the coast boatmen of England are much more exorbitant in their demands for payment of any services rendered to foreign vessels in distress than French boatmen are, and to demand the interference of the British Legislature for the protection of foreign vessels jeopardized or cast away on our shores.

It commences with the following statement:—"For some years the salvage institutions of Great Britain have been frequently brought to the attention of the French public.

"Every one knows the immense services which they render to the shipwrecked, but there is a fact which is not generally known: it is, that by the side of the life-boats and their valiant crews their exists a fleet of boats manned by greedy mariners roaming incessantly in the neighbourhood of banks or shoals to spy out vessels and to save them, willingly or unwillingly, from a peril often imaginary, and to obtain exorbitant payments from the shipowners, by the aid of a legislation which puts the latter at their mercy.

"Their own countrymen call these men wreckers, and it is their true name. Formerly they waited on the coasts for the strays that the tempests threw there, now they go to seek them out at sea.

The evil has reached such a height that public opinion is stirred, and the English Government is assailed by complaints raised by their own countrymen, whilst French ship-owners themselves are often victims of extortion and violence."

Now, here is a serious charge brought against an important and useful class of our fellow-countrymen, and, as several cases of supposed exorbitant demands and payments are quoted in the pamphlet in proof of the above charge, and especially as the charge itself is accompanied by an acknowledgment of the valuable services rendered by men of the same class in saving lives, the accusation is deserving of candid and serious consideration.

The pamphlet referred to has, moreover, been brought to the notice of the National Life-boat Institution by the French Life-boat Society, "Société Centrale de Sauvetage des Naufrages," which has published it in their own periodical journal, thereby making it all the more incumbent on us to give it full attention.

To commence with the title: the word "wreckers" is not now applicable to any class of boatmen in this country, and is not in the English dictionary; its meaning would however, be in general understood to be "robbers or pillagers of wrecked property." In old times, indeed in times not so very old, the prevailing feeling, not only on our own coasts but on those of other civilized countries was, that wrecked property was a "windfall" or "god-send," the previous possessors of which had lost or forfeited ownership by the mere fact of wreck, and which thereby became the property of the finder, or of the owner of the land on which it was cast away, and even in those cases where the rightful owners were on the spot to claim their own, it was often lawlessly taken from them by force. However, the establishment of the Coastguard and improved legislation, with a more general civilization, have greatly remedied that state of things in our country, although we fear the old spirit still lingers here and there, and that, as in smuggling and poaching, it would again produce fruit if the strong arm of the law were withheld. We have not, however, now to do with those who deliberately pillage wrecked property, but with those who, according to the views of our French neighbours, and of many of our own ship-owners, are only too assiduous in saving it, "who roam incessantly in the neighbourhood of banks and shoals" with a view to do so, and then make exorbitant demands for services rendered, or even for pretended services.

The whole case is very fairly put in the pamphlet before us, and every allowance is made for the difference in the laws and customs of France and England on the subject, and for other distinctions; but still the charge remains, that the owners of French vessels are mercilessly defrauded by our coast boatmen, and, as we all know, nearly every master and owner of an English coasting-vessel that one meets brings the same charge against the boatmen in certain

well-known localities, at the head and front of which, perhaps, stands Great Yarmouth and the adjacent parts of the Norfolk and Suffolk coast.

In the quotation from the pamphlet above given it is brought forward, apparently as an aggravation of the offence of these men, that they no longer wait for "strays" of the sea to be cast on the shore, but proceed to sea in search of vessels, &c. In a later paragragh it is acknowledged that they provide themselves with costly boats for the express purpose, and that they perform valuable services with them; but still the implication remains, that they merely thus provide themselves with the best instruments for extortion, just as a burglar or a brigand provides himself with the most efficient weapon that he can obtain.

It would, however be as unjust to this class of men to assume such to be the case, as it would be absurd to suppose that they pursue their calling from motives of philantrophy; the truth being, that on those parts of the coast where the work of assisting distressed vessels is followed as a profession, it is simply undertaken as a means of obtaining a livelihood; and the men who undertake it, as distinguished from fishermen or pilots, are denominated beachmen, hovellers, or 'long-shore men.

In former times, when trade was comparatively little, the demand for such service was not sufficient to encourage men to engage in it as a permanent occupation; but as our present enormous trade has gradually developed itself, the demand has been naturally followed by the corresponding supply; whilst, for mutual convenience, and to enable them to procure efficient boats and machinery, the boatmen in these localities where wrecks most frequently occur, have banded themselves together in companies, working together and possessing a common fund.

In France, we believe, no corresponding class exists; that is to say, no class of men who obtain their livelihood exclusively by saving wrecked property and assisting vessels in distress, such services being casually performed by pilots and fishermen, and other classes of boatmen, as opportunities offer; the fact being, that neither is the amount of trade so great on the French coast, nor, fortunately, are the casualties so numerous as to be a sufficient inducement to the local boatmen to undertake the salvage of property as a profession.

There are then, in this country, two classes of salvors, the one casual, the other professional, which must be separately dealt with. We believe it is against the latter chiefly, if not exclusively, that the charge of exorbitancy, and even of violence, is brought. The former may, therefore, be classed with their French congeners, and we believe that, as a general rule, they would be content, and even think themselves fortunate in obtaining any reasonable remuneration for casual aid afforded to vessels needing their services.

What, then, are the causes of the exorbitancy and insatiableness

of the professional salvors? for there is no doubt whatever that their demands for remuneration are often altogether unreasonable.

The French writer naturally enough attributes it to avariciousness of character, fostered by an unwise legislation, and such may, to a great extent, be the case; but as the characters of all men are in a great degree formed, or at least modified, by the circumstances in which they are placed, it will be well to consider what other causes, if any, have contributed to produce this apparent defect.

1st. They, as a body, possess a monopoly; for, although they are often subdivided into different companies, and a keen competition exists amongst themselves, yet, as from the nature of the casualties to vessels there is ordinarily no time for delay to make bargains with rival parties, and as it is almost a universal rule with this class of men to give precedence to the party which first reaches the vessel needing assistance, a monopoly practically exists. These men have then the power, like all other monopolists, to make their own estimate of the value of their services, and are thus tempted to over-estimate them; or, to, conclude, in accordance with the doctrines of political economy, that the highest amount they can legally obtain is the legitimate market value of their aid.

2ndly. The majority of the vessels which they are called on to assist are the colliers and other craft in the coasting trade, the masters and owners of which are often very penurious, and the former of whom frequently, after urgently demanding assistance, are no sooner out of danger than they commence to depreciate the service rendered, and expect to pay for it at no higher a rate than they would for labour in the dock or on the wharfs. This treatment exasperates the men, who, in return, and knowing they will not get all they ask, acquire the habit of demanding much more than they expect to obtain, or would gladly receive. In this manner the two classes—owners and salvors—come to look at each other as naturally antagonistic and inimical, the one to the other; and, accordingly, it is very common to hear a ship-owner or master-mariner term the boatmen of certain localities pirates, robbers, and villains; whilst the boatmen, in return, speak of them as parsimonious, and mean, and as "grinders of the poor," &c.

3rdly. Another reason is, that the avocation of a salvor is an uncertain one, the proceeds of a single service having to maintain the men and their families for many days or even weeks, especially in the summer months.

4thly. From the common tendency of a boy to follow the profession of his father, the sons of salvors, in too large numbers, take up the same occupation, and thus the profession becomes overstocked, and in bad times the men are reduced to poverty. They are also said to be an improvident class, and many of them in prosperous times are apt to drink more beer than is necessary to quench their thirst, instead of saving their money for periods when out of work. But this habit is, unhappily, only too common with the labouring classes in general in these islands.

In how far, then, is the legislature to blame for the presumed impositions on the owners of rescued vessels and property, as stated by the French writer? With reference to this question, it must be acknowledged that the legislature has a very important and difficult task to fulfil. On the one hand it has to prevent imposition on owners of ships and property, as far as practicable; and on the other, to take care that it does not drive a valuable class of men from our coasts, and thus, indirectly, cause the loss of a large number of human lives and of a vast amount of property.

Again, the difficulty is increased from the nature of the work, which is ordinarily performed at sea at a greater or less distance from the land, with no witnesses but the parties immediately concerned, viz., the salvors and the masters and crews of the vessels saved, either or both of whom may take a partial view of the case, looking at it in the light of their own interests only, and may even be ready to make false or exaggerated statements, thus making it very difficult for any adjudicators to decide impartially on the merits of the case.

Then the work performed is of such varied character, so many elements having to be taken into consideration, as to make it very difficult to judge correctly regarding its value; and accordingly the English law, as laid down in the Merchant Shipping Act of 1854, after pronouncing that all parties saving, or assisting to save, property, &c., shall be entitled to a reasonable compensation, states that such services depend so much on the attendant circumstances, that it is impossible to do more than lay down certain general principles for the guidance of adjudicators, the amount of indemnity to depend—

1. On the extent of the danger incurred by the vessel and crew assisted.
2. On the value of the property saved.
3. On the danger incurred by the salvors.
4. On the value of the vessel effecting the salvage, and the risk it incurred.
5. On the skill evinced by the salvors.
6. On the time occupied in the salvage, and the labour bestowed in accomplishing it.

Nothing can be fairer than such a scale of remuneration, yet much must still depend on the judgment and impartiality of the arbitrators in each case.

In France the arbitration in cases of salvage rests with the Tribunals of Commerce. In England the receivers under the Board of Trade are the adjudicators, if mutually accepted both by salvors and the owners of the property saved. Failing such mutual agreement, any two local magistrates have the power to arbitrate if the amount in dispute be under £200. Above that sum, the decision in disputed cases must rest with the Court of Admiralty,

with ultimate appeal, where demanded, to the Privy Council; and in cases below £200, the decision of the magistrates may be appealed against in the higher courts up to the Privy Council at the risk of the salvors and owners concerned.

It is open to question whether the local magistrates on our coasts are the most competent persons to arbitrate in such cases. They are oftentimes clergymen and country gentlemen unacquainted with maritime affairs, and perhaps, therefore, sometimes are too easily led by the opinions of others; and again, at some places, we have been told, they are themselves interested parties, holding shares in the steam-tugs or boats employed in salvage of property. We are inclined, therefore, to think that at least at all ports on our coasts there should be special Marine Boards, corresponding somewhat to the Tribunals of Commerce in France, appointed to decide in all disputed salvage claims, and that the expenses and delay occasioned by appeal to the Court of Admiralty should, as far as practicable, be reduced. On account, however, of the large number of persons in such places who own property in vessels and in salvage boats, it might sometimes be difficult under any arrangement to secure the services of persons with altogether "clean hands" to adjudicate.

The French pamphlet gives numerous quotations from our own Merchant Shipping Act, and quotes many cases of exorbitant demands, which we have not space to copy in extenso. It also contains many sensible and fair remarks, some of which we will copy.

Referring to the quoted instances of exorbitancy, it states—

"The facts just related reveal three kinds of abuses. Sometimes we see pilots claiming salvage dues when they have only fulfilled the duties of their profession, or Coast-guards speculating upon shipwrecks, when both are under administrative discipline. At other times they are salvors by profession, who, exaggerating the services rendered by them, claim an exorbitant indemnity. It appears, in short, that these same salvors, transforming themselves suddenly into veritable pirates, mount on the decks of vessels requiring no aid, and engage in a struggle with their crews, whom they overpower.

"We have spoken of salvors by profession. Some explanations on this subject may be useful.

"When a vessel is in distress, it suffices sometimes to have a reinforcement to the crew, an experienced pilot, or a steamer bringing a cable, or hawser, to save the ship and her cargo, independently of the crew.

"At some places the opportunities of rendering services of this nature are not very frequent. The salvage of property then becomes a thing somewhat exceptional, and partakes, like the saving of human lives, of the character of devotion and disinterestedness.

"In other places, on the contrary, there does not pass a week,

especially in the bad season, without a number of mishaps more or less occurring. To be ready for such exigencies, there are required skilful and bold mariners, and an expensive material (boats and equipment, &c.) capable of conflicting with the tempest.

"That these men require payments equivalent to the dangers and fatigues they confront, and that the owners of such material, exposed to injury, should claim a high rate of reward for risk, assuredly nothing can be more just."

In France, the writer proceeds to say, "The indemnities granted being very moderate, owners and underwriters never oppose payment, but, on the contrary, are always disposed to recognize the services of the courageous men who save their property.

"In England things go on differently. Salvage is an occupation (industrie) of which the right is recognized by law.

"In the neighbourhood of the most dangerous passages, associations of boatmen are formed with the view of carrying help to ships in distress. Companies employing towing-vessels (steam-tugs) also interpose with the powerful means at their disposal.

"If we reflect that on the English coast occur each year, independently of vessels running aground, a minimum of 1,200 wrecks, which supposes a number, at least, double of vessels in danger, and that in 1865 alone, 1337 persons were saved by steam, and other vessels belonging to private individuals, it is easy to comprehend the extent to which maritime commerce is interested in the existence and prosperity of this calling, so long as it is exercised honestly."

After quoting various clauses of the English Merchant Shipping Act, the writer observes:—"The whole of these regulations reveal in the English legislature a double pre-occupation. On one part it wishes to shelter wrecks from the unjust claims of salvors, for which object it addresses most precise instructions to "receivers," as well as to Coastguard officers, to protect the former in all circumstances; and were not the facts which we have recited undeniable, it would assuredly be impossible to suppose the depredations committed in spite of such stringent directions.

"On the other hand, the clauses of The Merchant Shipping Act have in view, to create, by the desire of gain, an energetic stimulant to acts of salvage, and to encourage especially skilful salvors, knowing their trade.

"There is, then, as the basis of English legislation on this subject, a utilitarian object that we seek for in vain in our own; and we cannot equitably, without taking account of such divergence, establish a comparison between them."

After quoting an instance in illustration of French procedure in such cases, in which a pilot is awarded, by the "Tribunal of Commerce" of Cherbourg, 800 francs (32*l.*) for saving with his boat and crew, at the risk of their lives for two days, a vessel and cargo worth 20,000 francs (800*l.*), the former being one twenty-fifth part only of the latter, we find it stated:—

"In England, on the contrary, the indemnity sometimes exceeds the half of the value of ship and cargo, and one asks whether a rate of remuneration so high does not produce a very different result from the one in view. Whether, instead of procuring for vessels in distress help sought by themselves and really efficacious, there are not thus developed feelings of avidity which cause the help to be distrusted.

"It is notorious that vessels in danger prefer sometimes to risk being lost rather than put themselves in the hands of English salvors; and that, in any case, they only readily accept the services of the latter in the greatest extremity, when it has become more difficult, if not impossible, to avoid disaster.

"It appears that a more moderate remuneration would sufficiently encourage Salvage Acts, without taking from them the motives of devotion which ought always to inspire them, and which alone renders help completely efficacious."

After some comparison of the laws of France and England on the subject, and criticism of the latter, the pamphlet proceeds to remark on the bad working of the appeal to the High Court of Admiralty.

"If there be disagreement, the parties have the right to appeal to the Court of Admiralty. This is a faculty which opens the door to manœuvres practised openly on a vast scale, and almost always with success; thus,—if they have to do with a foreign captain, whom they suppose not to be able to provide a deposit, still less able to find in the port any one consenting to be his surety; the salvors do not hesitate to claim over 200*l.*, even when they make no concealment of the exaggeration of their claim. In this manner they reserve the power of carrying the case to the Admiralty Court, which entails on the master the seizure of his vessel, the interruption of his operations during several months, and the accumulation of enormous expenses. The salvors, it is true, are exposed to pay these expenses if their claim be found groundless; but the expenses are not always charged to the defeated party, and, besides, in several ports the salvors being organized in societies, whose common fund supports the expense in case the suit be lost, they are then not restrained by any fear on this head, whilst the master has all to fear, and generally resigns himself to making a compromise with his spoilers: it is the wiser course.

"We would add that it is equally the course for some time past adopted by French underwriters, in consequence of the considerable losses resulting to them by proceedings before the Court of Admiralty. In this respect the advice of the Committee of Underwriters of Paris is, that 'Even if the success of a suit in the Admiralty Court were certain, it would still be more prudent, and more economical to effect a compromise, at whatever cost, rather than to have recourse to that tribunal.'

"In France, the intervention of the Tribunals of Commerce, of

which the procedure is simple, prompt, and economical, would render impossible similar speculations to those now practised, if they were attempted.

"On this subject the Committee of Underwriters of Paris have lately issued, and circulated in large numbers the following notice:—

"We certify that it is of public notoriety in France, with all who are 'au courant' of matters of Navigation, that upon the English coasts the calling of salvage, or more correctly, of simple help rendered to vessels in peril, by boatmen, fishermen, pilots, and steamboats, is exercised upon oppressive conditions, which appear to us little worthy of a civilized nation, and of which we scarcely know the counterpart except among the 'wreckers' of the Archipelago of the Bahamas.

"Further, for some years the situation of affairs has rather ameliorated on the Bahamas than upon the English coasts.

"A work, published in Paris in 1863, by M. A. de Couray, one of our Committee, under the title of 'An International Reform of Maritime Rights,' thus expresses itself:—

"At some leagues from our shores, upon the English coasts, is the inverse abuse. The least service rendered to a vessel in danger gives rise to exorbitant pretensions and degenerates into exaction. The pilot transforms himself into a salvor for having simply fulfilled an act of his profession. Thus our captains dread, almost as much as the rocks, the uncontrollable auxiliaries who would impose themselves on them, and the calling of salvage approaches to piracy.

"We certify that, within our knowledge, there is nothing exaggerated in these accusations.

"The slow forms and enormous expenses of English procedure, during which the ship remains sequestered, are an additional evil.

"Those interested often resign themselves rather to undergo violence than to defend themselves. Thus, assistance in danger, which among mariners seems a duty of humanity and confraternity, results in spoliation and the pillage of property.

"We complain of this abuse, less in our own interest as insurers, as we are always able to apportion our rates to the degree of risk incurred, than in that of navigation itself, of morality, and of civilization. It is certain that salvage, as we see it practised on the English coast, is a remnant of barbarism. There is no doubt also that it is the smaller class of vessels doing the coasting-trade between France and England who are its principal victims. These little vessels very often are not insured, and we refuse to insure them precisely because we dread the English salvors. The poor mariners who man these vessels, and who have no other means of subsistence, after having carried to England, for its alimentation, our wheats and our fruits, return from it despoiled and ruined,

under pretext that in a moment of peril they have received the assistance of an English salvor.

"These violent proceedings, as regards property, contrast singularly with those regarding the persons of shipwrecked sailors.

"We know that there exist in England admirable Life-boat Institutions and other measures of protection for the lives of the wrecked.

"The *Société Centrale de Sauvetage*, founded in France under the presidency of Admiral Rigault de Genouilly, has only been formed in imitation of an English Association having the same object. But if the lives of the shipwrecked are efficiently protected in England by this generous Association, property remains without protection, and is given up to all the excesses of cupidity.

"In France—we say it with legitimate satisfaction—things are done in quite a different manner. Our pilots content themselves with their tariff. There is only a salvage right one-third value when a vessel is recovered that is abandoned by her crew. When it is a question of simple help, it is often given gratuitously, and for the sake of humanity. At the most, our Tribunals of Commerce, adjudging with very little cost, award moderate indemnity, which is usually proportionate to the benefit of the assistance received.

"We remark also, for its liberal spirit, the German Legislation, which distinguishes clearly the right to salvage from equitable remuneration earned by opportune help.

"We applaud, then, the efforts made in England herself to bring on a reform so desirable, and we ardently wish them success. A reciprocation of good procedure and effective assistance between mariners of the two nations is the necessary complement to the 'Treaty of Commerce,' and we know no question more worthy of the enlightened consideration of the British Government."

We entirely agree with the Paris Chamber of Commerce that this important question is deserving of the serious consideration of our Government, and, by all means, let the law be made more stringent, if need be, to prevent extortion and violence on the part of our professional salvors; but, on the other hand, let care be taken that in making it so, this class of men be not driven from their avocation to seek more profitable employment, in which case a vast amount of property, and very many lives would, to a certainty, be annually lost for want of timely aid.

It may seem hard to the shipowner, after already suffering great loss from damage to his vessel and her cargo, and from delay in her voyage, to have to pay a further large sum, perhaps a large proportion of the remaining value; yet it is better to suffer a partial than a total loss, and it would be as unreasonable as chimerical to expect that this class of men, *in following their vocation*, should be actuated by chivalrous motives, or, as the French underwriters' notice expresses it, as a "duty of humanity and confraternity," in transactions which they regard as purely *matters of business;* and

that they should proportion their demands for remuneration to the supposed ability of the shipowner to pay, or with reference to the duty of hospitality to strangers, rather than to the necessities of their wives and children at home, On the same principle, it might as well be expected of a tradesman to proportion the prices of his wares to the ability of his customers to pay for them.

Nevertheless, we believe that, rough and rude-mannered as some of these men may be, they not unfrequently do acts of generosity in this way in the cases of small vessels, owned by poor men, whose all is embarked in them.

We cannot therefore coincide with the Committee of Underwriters of Paris in considering that the avocation of salvors of property, like that of the life-boat service, should be undertaken as a duty of humanity rather than as a matter of business. We think it is expecting too much, and that the owners of foreign vessels trading with our ports must make up their minds that they will have to encounter certain dangers and difficulties which they must balance with their chances of profit. Amongst others they must calculate on having to navigate a dangerous coast with outlying banks and shoals and strong and irregular tides; and if want of skill, stress of weather, or other cause should get their vessels into difficulty, they may expect the offer of prompt assistance, which they may avail themselves of or not as they please, but which, if they accept, they must expect to pay for.

Referring to the charge of violence on the part of our professional salvors, any such acts should undoubtedly be punished in the severest manner; we believe, however, that they are quite exceptional and confined to a single locality on our eastern coast. They are very naturally bitterly complained of and resented by the masters of vessels who are the victims of them. As a set-off, however, to such unlawful acts on our side, although no excuse for them, we must in justice state that acts of violence on the part of French fishermen on our own N.E. coast, are of frequent occurrence, and have for many years past been bitterly complained of by our fishermen there. The French boats are larger than the English ones, and much more numerously manned, the latter having only 5 to 7 men on board each. The crews of the former are reported to wilfully run over and damage or destroy the nets of the latter, and even to drive them from the best fishing-ground, whilst the crews of the English boats, being weaker, are unable to resist them.

We fear that such lawless men exist in all countries, and that no monopoly of virtue, of forbearance, of self-denial, love of God and man, of honour, honesty, gentleness, goodness, truth, is possessed by any one country over others. The manners, customs, laws, and religion of countries differ one from another, but although national characteristics may be different, human nature remains the same in all, and the highest function of all Governments, as it should be their highest ambition, must ever be, by the administration of wise

laws so to shape and direct the great seething mass of human mind committed to their care, so to counteract and curtail its evil tendencies, and so to foster and encourage its good ones, that, as the retreating centuries pass, and time steadily advances to the great final destiny of our race, each community of men may steadily progress towards the good and the true, and that the happiness of the whole human family may be thus relatively promoted.

WATER-PROPELLERS AND A MODEL FLEET FOR ENGLAND.

The two most recent and prominent naval matters are the successful trial of the hydraulic propelled gun-vessel Waterwitch, and the new models of naval architecture exhibited at the Paris Exhibition, planned by Vice-Admiral Halsted, as the types of the future fleet of Great Britain. Both subjects present points of great interest in the scientific and national bearings of the questions involved. The might of England will ever be in her fleet, and everything that tends to add to its efficiency must be considered a national gain and a further guarantee of that proud security with which we are content among the nations.

Before describing the new propeller, it may be advisable to glance at the screw system for which it is designed to be substituted.

Screw-propellers for navigation, however variously they may be modified, derive their power of propelling by being placed on an axis which is more or less parallel to the keel, and by having threads or blades extending from the axis, which form segments of a helix or spiral, so that by causing the axis to revolve, the threads or blades worm their way through the water, much in the same way as a wood-screw worms itself out of a piece of wood—with the difference in the case of the screw-propeller, of its causing the water to recede. Screw propelling is not of recent invention; M. Duquet in 1727, and M. Pancton in 1768, both produced machinery of this kind, and other inventions have followed until a recent date.

The propelling power obtained from the water-wheel results from the force and volume of the column of water ejected by the wheel from the nozzle of discharge-pipes—exactly on the same principle that a gun recoils on being discharged—the hydraulic wheels' discharge being continuous, and thus maintaining the "recoil" of the vessel, whereas the discharge and recoil of the gun are intermittent. If the column of water is thus discharged towards the stern of the vessel the latter moves ahead; if towards the vessel's head she moves astern; and if the water is allowed to run from both the forward and after ends of the discharge pipe at the same time the

vessel remains stationary. If the water is discharged from the fore end of the pipe on one side of the ship, and from its after-end on the other side, the ship turns round on her centre. There is no "reversing the engines" or the hydraulic wheel under any circumstances. A valve in each discharge-pipe, worked by levers on deck by the officer of the watch, and independent of the engineer of the ship, directs the water from the wheel as may be required in propelling the ship ahead or astern, in turning her round, or in keeping her bow or stern on to an enemy's battery or ship.

The hydraulic propelled gun-vessel Waterwitch recently tried by the Admiralty is described as follows:—The bottom of the Waterwitch in all the central part of its length is without any external keel, and is flat as a pavement. In the fore part of this flat surface, in a space about twelve feet square, are 144 perforations twelve inches each in length, and cut laterally through the bottom plates of the vessel, the plate being bent inwards on each side of the cuts to a central depth of about three inches. Through these perforations the water on which the vessel is floating finds admission to an oblong iron box, fixed longitudinally and parallel with the vessel's keelson, closed when the vessel is not under steam by four sluice-valves, each having an opening of two feet and ten and a half inches, by one foot eleven and a half inches. With the vessel under steam these valves are open, and give further admission to the water on the water-tight cast iron casing, in which is fixed, on a vertical axis, the wheel or *turbine*. This wheel is fourteen feet and four inches in diameter at the bottom plate, and fourteen feet at the top. It has twelve blades, and these, with the top and bottom plates, are made of boiler-plate, about three-eighths of an inch thick, vertical at the periphery and with the lower edge gradually twisted from near the circumference towards the centre in the direction of its motion.

From the cast-iron casing which encloses the wheel, branch off laterally copper-pipes, which convey the water from the wheel, or centrifugal pump, as it might be not inaptly called, to the discharge pipes and ejection-nozzles on the outside of the ship. By this arrangement, therefore, the water which enters through the perforated bottom of the ship, passes by way of the sluice-valves into the wheel-casing, and thence, by action of the wheel, through the copper conducting pipes, and out into the sea again from the nozzles at the end of the discharge pipes on the outside of the ship. The wheel is driven by three cylinders round it at equi-distance, each of the connecting rods being coupled on the one crank; one excentric gives motion to the slide valves for the three cylinders. The cylinders are each thirty-eight and a half inches in diameter, with a stroke of three feet six inches. By an original kind of arrangement, the piston-rod of the air pump is continued through the bottom of the feed-pump, which is fixed on the front of the condenser, and is attached to the hollow plunger of the latter pump,

the feed-pump thus forming a guide for the air pump-rod. In the design, as in everything connected with the machinery, efficiency of action has been the primary object sought for; the wheel or turbine of itself is a very marvel of work in metal. The entire work connected with the machinery has been executed with unusual care by the manufacturers, Messrs. John and W. Dudgeon, of the Sun Engineering Works, Milwall.

This vessel was tried with the double-screw gun vessels Viper and Vixen. The full power speed of the Vixen was 9.060 knots, of the Viper, 9.475 knots; and of the Waterwitch, 9.233 knots. If a mean be taken of the two first vessels—and it is necessary to do this to compare it with the Waterwitch—it will be found that the speed of the screw-propelled vessels is 9.267 knots, as against that of the hydraulic propelled of 9.233 knots. The difference is really trifling; and it must be admitted that to obtain such a comparative rate of speed by merely letting a large body of water inside a vessel and pumping it out again, is of itself a great fact. It is also certain that with some modifications in the machinery of the Waterwitch, in the form of the wheel, the method of driving the wheel, in a slight addition of boiler power or reduction of the wheel-blades, and more especially in the disposition and form of the discharge nozzles —a very much higher rate of speed could be obtained. At present, with the wheel only making forty-one revolutions as a *maximum*, the engines are "locked," and the speed to be got out of them and the ship is lost. An increase of boiler power, or a reduction in the length of the wheel-blades, would remedy this defect. At half boiler power, the rate of the Waterwitch is low; but this seems to refer the cause to the form of the nozzle; she pumps her water with half power through the same aperture that she does at full power, and the water under these conditions cannot give to the ship half its former propelling power. Obviously, therefore, a power of contracting the nozzles according to the revolutions being made by the turbine, seems to be all that is requisite to secure the greatest possible power from the water-discharge.

Again, the time occupied by the Waterwitch in making circles was rather startling; but this was found to be owing to the position of the discharge-pipes being on the outside of the ship and parallel with the ship's length. Thus, if it were desired to turn the ship in narrow water on her centre—to starboard, for instance—the nozzle on the starboard side of the ship would discharge its water forward, and the one on the port side would discharge its water aft. There would thus be two columns of water rushing with immense force; on the starboard side pressing against the bow of the ship trying to twist round to port, and on the starboard quarter, that is, trying to follow round the circle. It has been suggested that indented discharge-ports in the ship's side, or some simple means of throwing out these two columns of water at a slight angle from the ship's side, would at once remedy this defect. The machinery of the

Waterwitch worked perfectly and almost noiselessly; indeed, there has not been so much as a warm bearing from the time of its erection in the vessel's hold. Moreover—and the fact is noteworthy—no vibration whatever is felt on board the Waterwitch from the working of her water-engines. Such are the results of the trial of this new naval appliance, and there can be no doubt that its obvious advantages over the old methods of propulsion must secure for it the utmost development and application.

The grandeur of Vice-Admiral Halsted's plans in naval architecture commands attention; their object is nothing less than to produce a whole system of war-ships in opposition to that existing; and large sums of money have been invested in models before the reception of a single commission beforehand.

These models are displayed in the English Naval Shed at the Paris Exhibition, by Messrs. Napier, of Glasgow. The designs are by Mr. C. T. Henwood, from the plans of Vice-Admiral Halsted; and they are said to have secured the approval of no less an authority than Captain Cowper Coles.

In accordance with the grandeur of the design, no less than eight different classes of ships are exhibited in models remarkable for their beauty and execution. There are three ships of the line, two frigates, two corvettes, and one ocean-despatch. The main principles of all these vessels are the same, the dimensions only differing; even the guns to be carried are equal in calibre, though varying in number according to the size of the ship, which seems to us a very sound principle and a step in the right direction. If anything can tend to neutralize or check a preponderating number of guns on the side of the enemy, it will be the possession of guns, or even one gun, equal or superior to those which he can bring to bear upon us—a fact which offers the palm of victory to skilful manœuvring and superior tactics.

The length between perpendiculars in the ships varies from four hundred and fifty-five feet to three hundred and thirty-two feet six inches; the tonnage (builder's measurement) from 10,764 tons to 3,648 tons; the nominal horse-power from 1,300 to 800, and one ton of coal per nominal horse-power; the complement of men, with provisions for three months, is to range from 850 to 300. They are to have a uniform estimated speed of 14 knots, except the ocean-despatch, which is to have 15 knots. The guns are to be Whitworth's 300-pounders, to be carried in turrets, the construction of the latter being very strong. The command of these guns above the water-line is, for ships of the line, nineteen feet; for frigates, seventeen feet six inches; for corvettes, fourteen feet six inches. This will enable a fire to be kept up in rough weather, and also expose an enemy's deck at close quarters.

The turrets revolve on the English principle, as distinct from the American; the bed is a cylinder built on the main-deck and supported on pillars; the rings of which it is formed are 9 in.

thick, then once inch of teak, and then the patent backing. They are moved by the officers in charge, who lay them on the mark by machinery.

The turrets are not in a line above the keel, but arranged *en echelon,* so as to gain the greatest possible space visible to their fire. Tripod masts and a spar-deck above the tops of the turrets are added to the models, and it is intended to have ample room in the tops for rifle fire, or even for small guns if required. The whole of the main deck with its guns might be destroyed, and the spar-deck completely shot away, without interfering with the fire from the turrets, which are protected down to below the water-line.

Besides the 300-pounders, whose shot and shells are expensive, there will be an array of broadside guns of low calibre to engage wooden ships, or keep up a constant fire of shrapnel

There is in these models a great improvement in the mode of hanging the rudder—namely, a double stern-post, a plan generally adopted by the French, and in many cases by ourselves. This extra strength afforded by the double stern-posts, protects the rudder from injury, when ships touch the bottom, as they sometimes do. The rudder post is very strong, and is further protected by a loose iron cylinder, which can revolve when struck.

All these ships are furnished with rudders on "the balance principle," large in proportion to the length of the vessel, which will give them good steering powers.

The machinery is adapted to economize labour as much as possible, and the interior accommodation of the ships seems all that can be desired. Eight hundred troops can be carried besides the crew.

One main feature in these ships of this fleet of the future revives a controversy which had been supposed to be practically ended—we allude to the great length of the vessels. Following the example of the French and other nations, we have been shortening our war-ships very considerably, and the reasons for so doing have seemed both theoretically and practically correct. For, it is certain that, however obedient to her rudder a ship may be, increased length demands increased space to turn in, and causes increased difficulty of manœuvring for ramming purposes.

If there was one fact rendered more evident than others at the Battle of Lissa, as averred by the officers of the Austrian fleet, it is the impossibility of ramming with long ships unless by chance. Moreover, long fine lines are gained at the expense of buoyancy; and a shorter ship draws considerably less water when armed with the same number and calibre of guns provided, of course, the shortening consists in cutting off all that portion of the longer model which was unable to support itself in the water, according to Mr. Reed's method. Finally, it is also certain that shorter ships cost much less, and are better calculated for the grand struggle when fleet meets fleet "in the tug of war."

On the other hand it must be admitted that the only method of attaining high speed with ease of passage through the water is to make a vessel long and with fine lines. That superiority in speed will be of incalculable advantage in future battles is equally certain, and it may be wise to hesitate before deciding upon absolute shortness, even with its admitted advantages, as the qualification indispensable in war-ships.

EDITOR'S PORTFOLIO;

OR,

NAVAL AND MILITARY REGISTER.

Undeterred by a senseless clamour, raised by an un-English clique who always sympathise with the criminal and not with the victim, the Government have very properly carried out the sentence of the law on three of the murderers of the unfortunate Manchester policeman, Charles Brett. The doctrine that the deliberate murder of an unarmed man is not murder at all, because its perpetrators choose to allege some political grievance with which the victim had no more to do than with the late West India hurricane, is one that English common sense firmly rejects, and ever will reject. On the same plea, the burglar, the swindler, and the pickpocket may all become "political offenders" by merely alleging that they were raising funds for the Irish Republic. The fact is, that "political offences" which involve anything beyond the bluster that our Radical luminaries are so fond of, according to our English law, are offences of greater and not less weight than any others; and if anything were wanting to show that this view must be carried out, it would be found in the conduct of the Clerkenwell "deputation" which forced its way into the Home Office, and whose members would have found themselves in the tight grip of insulted authority the next minute in any other country in the world.

We have not a word to say against any display of sympathy with the murderers, if shown purely and simply on religious grounds, as then, of course, it may exist quite independently of politics. But in the provision made, in one very prominent exhibition of this sympathy, for widows and orphans, it is at least remarkable that the family of the murdered policeman seem to have been quite forgotten.

We hope that it is not too late to remedy this, and thus remove the very painful impression that such an omission has created.

The Parliament has met for a short winter Session, its main business avowedly being to give a Legislative sanction to the Abyssinian Expedition. Yet a trifle more work was found for it on the second day of its meeting, and it has set busily to work to redress the wrongs of that very estimable body, the London costermongers, or, as they are now politely termed "street sellers." Whilst thus overflowing with benevolence, may we hope that the wrongs of a gentleman may be also thought of? If so, may we ask hon. members to turn to the recently published volume of Wellington Dispatches, where they will find something that bears upon the case of Mr. Ex-Governor Eyre, and is as completely to the point as if it had been written at the present day, instead of more than forty years ago. Most people have heard that there was a Sepoy mutiny at Barrackpore in 1824; but it is not so generally known that it was proposed in the Cabinet to censure, if not recall, Lord Amherst for his promptitude in dealing with the mutineers. On this occasion the Duke of Wellington addressed a memorandum to Lord Liverpool, dated October 10, 1825, which is printed in the volume in question, and is a thoroughly statesmanlike paper. We have room only for its concluding paragraph:—

"I entreat my colleagues, before they decide upon these questions, to consider well what would have been the consequences of any weakness or want of decision in the settlement of this question upon the spot, or in the punishment of those since tried by a court-martial of native officers, and condemned to work upon the roads for this crime. Let them recollect the impressions upon their own minds when they first heard of this mutiny, and I beg them, when the danger is over, not to judge too severely the conduct of those who got the better of it, probably by the promptitude and vigour of the very measures on which it is now attempted to cast blame."

"WELLINGTON."

Will any one venture to say that what is here stated is not precisely the case of Mr. Eyre? Do we not all recollect the impressions on our minds when we first heard of the butchery at the Court House? Did any one then pretend to doubt that a second St. Domingo was imminent? Did any one then think that the Governor of Jamaica could be too prompt in his measures, or that

any steps that he might see to be necessary could be wrong? No one suggested anything of the kind; but when these very measures had insured the safety of the island, the philanthropists of Exeter Hall had it all their own way. They, sitting in safety, had no feeling for the white men, women, and children who, under God, owed their lives to the promptitude of Mr. Eyre, and they made far more clamour over the hanging or whipping of a few black thieves than they would over anything else in the world, except it had been an attack on their own purses or persons. To the eternal disgrace of the then Ministry, they gave way before this dishonest agitation, and the result is but too well known. We end as we begun—when Parliament has satisfied the costermongers and the cabmen—will it do justice to Mr. Eyre?

Our readers will remember that, shortly after the close of the London International Exhibition of 1862, we gave a lengthened notice of the Naval Department, our remarks being based on a work then just published by Vice-Admiral Pâris, one of the jurors of the Exhibition. We are glad to see that the gallant admiral has now a similar task in hand with reference to the Paris Exhibition of the present year. His work is entitled "L'Art Naval à l'Exposition Universelle de Paris en 1867," and, with commendable dispatch, the first Part is already published. It may be had in London of Dulau and Co., Soho Square. The work we learn will form a thick 8vo. volume, with about 40 folio plates, and will give a detailed description "des derniers perfectionnements et inventions maritimes," and the price will be about 30s. Judging from the part that we have seen, we should say that it will be a perfectly exhaustive treatise on the Naval Art, taken in its widest sense, including the *vexata quæstio* of iron-clads and guns, turret-ships and shields, on which, after all our experiments, we are still in want of all the information we can get. Hence the critical remarks of so high an authority as Admiral Pâris must be most welcome to all who take an intelligent interest in the subject, and to them we wish to recommend his work.

The Paris Exhibition has now been closed a month, and there are, as yet, no very apparent signs of the "winter campaign" between France and Prussia, that we have been so often told is inevitable. Perhaps Messieurs "Our own Correspondents" have put it off for

a while, that they may be at home to describe the Christmas pantomimes. In the meanwhile, they have employed themselves in writing an intolerable deal of nonsense about the miscarriage of the Garibaldian attempt on Rome. Facts, it is allowed, are stubborn things, and it is also true that when they are disagreeable also, no small amount of pains is often taken to explain them away, if possible. It is quite contrary to the Liberal idea that any one can prefer the paternal government of the Pope to the bran-new representative institutions of the Kingdom of Italy, called into existence by the fiat of the Emperor of the French, and manifestly existing merely by the same high will and pleasure; but it is doubly hard to find that such an antiquated despotism has soldiers from whose front even the renowned Garibaldi finds it advisable to retire. The coldness that the Roman peasantry shewed to their uninvited "Liberators" is reasonably enough passed over, as it would have been disregarded if the inroad had succeeded, when they would have been made "free," whether they liked it or not; but the fighting qualities of the Papalini cannot be allowed at any price. Hence the remarkable accounts that are given of the battle of Mentana, which though meant to glorify the Garibaldini, are so absurdly contradictory, that they produce quite the contrary effect. Of course the Garibaldini, we are assured, were outnumbered, four to one; but as we know, from official records, that the assailants were less than 3,000 all told, it is hard to understand where the 1,700 prisoners now in Rome came from, saying nothing of the 900 who are allowed to have escaped behind the Italian lines, or of the 600 left dead on the field.

The fact is, the Garibaldini were much the strongest, and, as David Gam said at Agincourt, "there were plenty to fight, plenty to be taken, and plenty to run away." The Papal troops claimed the post of honour, and French Generals are not in the habit of conceding this unless they feel well assured of the fighting qualities of those who ask it; but General de Failly did concede this, and only moved up his own battalions in support, when the battle was virtually decided. The introduction of the Chassepot rifles can only be regarded in the same light as a charge of cavalry, which does not alone gain a battle, though it may render a victory more decisive. Such, we believe, will be found to have been the extent of the share of the French in the battle of Mentana. "The heat and burden of the day" had been manfully borne by the Pa-

palini, and to ascribe the victory to the French alone is merely to reproduce the old fable about the Prussians at Waterloo. But "Our own Correspondents" care nothing for such a trifle as that; not that they love the French, but because they had laid it down that the Papal Zouaves, &c., had no fight in them, and they will not own to their mistake. "And so History is written."

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The West India Islands are unfortunately but too well known as the frequent scene of

——— "wild tornadoes,
Strewing all the sea with wrecks;"

but few have been so terrible as that which visited St. Thomas and the neighbouring isles on the 29th of October last. We have, as yet, but very imperfect information, but at least 100 vessels seem to have been destroyed, and 600 people drowned. The damage on land would appear not to have been very considerable, at least, as far as loss of life is concerned, but the destruction of property has been immense, and the inhabitants of the Virgin Islands, by the sweeping away of their crops and their stores, are exposed to the horrors of absolute famine. We are glad to see how energetically Captain Vesey, R.N.; the senior officer on the station, has set about relieving the distress by every means in his power; but we read one sentence of his letter to the Admiralty with apprehension. He says, "I shall visit every place myself where I can, and punish wreckers and plunderers without ceremony." What? does he not think of the vengeance of Exeter Hall, and will he venture to interfere with anything that his "black brothers" may please to do? Mr. Eyre has found to his cost what it is to attempt to prevent wholesale robbery and murder, and Captain Vesey had better take warning, and learn that honesty and good intentions are no safeguard against the assaults of the "malignant philanthropists."

We are glad to see that active measures are being taken in England to afford all possible succour to the destitute islanders, and indeed, the occasion is one that, it would seem, could call forth no other feeling but that of active sympathy. However, we have to own that we find ourselves mistaken. Some miscreants spread a report that "the island of Tortola had been submerged, and all its population, numbering 10,000, had perished." The fact that this was the "exclusive information" of the "New York Herald" ought

to have prevented the story receiving one moment's belief; beside which, it was difficult to understand how 10,000 people could have perished out of a population of 7,000, and it was also exceedingly unlikely that an island which has a mountain peak of 1,600 feet, could be submerged without an earthquake, and this the "exclusive information" said nothing about. The arrival of the West India mail has happily shewn that the whole story is a vile invention, worthy of the despicable print that some years ago treated its readers to half-hourly reports of the "washing away of the Falls of Niagara,"—and, of course, for the same purpose—to "sell the paper!"

It is with unfeigned pleasure that we print the following telegraphic message, which gives fair reason for hoping that the adventurous Dr. Livingstone may again be seen among us:—

"COLONEL STANTON, HER MAJESTY'S AGENT AND CONSUL-GENERAL IN EGYPT, TO LORD STANLEY. DATED CAIRO, NOV. 20, 1867, RECEIVED NOV. 21, 1867.

"Message has reached this agency from her Majesty's Consul at Zanzibar, dated the 28th September, to the following effect:—

"Reliable information has reached this of Dr. Livingstone having been seven months ago at Marunga, on his voyage towards the north-east, passing to the west of Lake Tanganyika.

"Mr. Churchill was about to proceed to the coast to obtain further information."

A lettter from Dr. Kirk, at Zanzibar, to Sir Roderick Murchison, was read by the latter at the meeting of the Royal Geographical Society, on the 25th of last month. Its details added very little to the brief statement in the above telegram, but, on the whole, the view that there was still ground for hope appeared to be somewhat strengthened.

In connexion with this subject, the following letter from Mr. J. S. Moffat, Dr. Livingstone's brother-in-law, will be read with interest, though written some time ago. Its hopeful anticipations seem likely to be realised.

"Claremont, Sept. 17, 1867.

"Sirs,—People are incessantly asking me whether I have not given up all hope respecting Dr. Livingstone. There appears to me no necessity for us to make up our minds on the subject at present. I put off writing to you until we should hear once more from England, and as no further intelligence about Dr. Livingstone

has been received, I shall say once for all what appears to me to be the state of the case.

"All the evidence to the effect that Dr. Livingstone was murdered by the Mazite comes through one channel, namely, the Johanna men, with Moussa at their head. Two or three different accounts have been given by these men, and no one account is reconcilable with the others. I will not occupy space or time by going into details, but anyone may satisfy himself on this point.

"Reports have been received through other channels, not corroborating but absolutely contradicting the account given by the Johanna men. Arab traders have come from the immediate vicinity of the spot where the murder is alleged to have occurred, and yet have not heard of an event which could not have failed to cause a good deal of excitement through an extended region. A message had been sent to the Sultan of Zanzibar by a chief inland that Livingstone had passed his territories alive and well at a point beyond the scene of the supposed murder.

"What has become of the Africans who were with Livingstone? He started from the coast with three sorts of people. The Sepoys soon came back, unable to bear the hardships of the climate and journey. The Johanna men came back with the story which has made so much noise in the world; but where are the negroes, of whom there were nine or ten, who had been sent with Livingstone, and the Sepoys from Bombay? It is not said that they were killed. What has become of them?

"Great stress is laid upon Dr. Kirk's opinion. Granted. No man is better qualified to judge. But has he made up his mind? He wrote at the first blush of the affair, and said he feared it was true. A month later he wrote and said it was not well to go spreading reports aud putting things in the papers. We had better wait for more evidence. I am not aware that he has expreseed himself very decidedly since then.

"The continued silence of Dr. Livingstone is said to look bad. How long has he been silent? Not much more than twelve months. He was silent longer than that when he crossed the continent further south at a narrower place. I myself have been twelve months without communication with the civilised world, though I have never been in such secluded regions as those to which Livingstone was directing his course when the Johanna men say he was killed. If Livingstone is off the caravan routes which lead to the coast near Zanzibar, he is not likely to find anyone to carry his letters. If, as I think quite possible, the negroes are still with him, having got so far, he would not be likely to return, but would continue his journey, and I should not be in the least surprised if he turned up in some most unexpected quarter.

"Probably the Johanna men, like their neighbours on the continent, can tell most circumstantial lies. My father has been killed

and buried, too, before now, with all the necessary formalities; and so have I on a smaller scale.

"My own belief is that when the Johanna men found that Livingstone was going into a region too remote for their taste, they did what many servants, black and white, have done before them—took to their heels some fine night when the explorer was asleep, and made the best of their way back to Zanzibar.—I am, &c., "JOHN SMITH MOFFAT."

CRITICAL NOTICES.

THE LIFE AND CORRESPONDENCE OF THOMAS SLINGSBY DUNCOMBE, late M.P. for Finsbury. Edited by his son, Thomas H. Duncombe. 2 vols.

The life of a man who was at once an aristocrat of the first water, a patron of the turf and the drama, a leader of fashion, and yet a Radical of Radicals, and the patron of every distinguished or undistinguished individual who either had a grievance, or who chose to quarrel with the Powers that be, in any part of the world, may well be supposed to have much about it that must be worth telling; and when, as is here the case, it is told with tact and spirit, and plentifully intermixed with anecdotes, it furnishes one of the most interesting books of the season. The history of the various Whig Administrations, from Earl Grey's in 1830, to the return of Sir Robert Peel to power in 1841, receives plentiful illustration from these volumes, and those who are inclined for another sort of reading, will find the notabilities of fashion and the green-room sketched to the life, from Lady Blessington and Count D'Orsay, to Mercandotti and Vestris; so that there is information and amusement combined for all.

Mr. Duncombe commenced his career in the Coldstream Guards, and in 1813-14 he had a few months of active service in Holland and the Netherlands; but he was not at Waterloo, and in 1819 he left the Service. The spirit of self-reliance is shewn all through Mr. Duncombe's life. Not at all disheartened by two unsuccessful, though expensive contests, he made a third trial, and was returned for Hertford, having, as his biographer candidly confesses, "bribed handsomely" This being in "the bad old Tory days," (1826), was considered all fair; but his family and friends were rather astonished when they found him advocating Liberal views on all occasions. Even the Liberals could hardly believe that a young fellow who was the cousin of a Lord and the grandson of a Bishop, who took part in all the riot of the turf and the gaming-table, who dressed so well, and was the heir of thousands of acres in Yorkshire, could really be a Radical. But they found that it was so, and he soon gained among them the name of "Honest Tom Duncombe," which he never forfeited.

One of Mr. Duncombe's earliest and most valued friends was the Earl of Durham, and he made a voyage to America purposely to see how the great experiment of conciliating the Canadians was proceeding. He and the Earl returned to England together, and he spoke manfully in defence of the latter when assailed in Parliament. But the event in his political career that attracted most notice both at home and abroad was his attack on Sir James Graham on the subject of the Post Office tampering with letters, in which he was supported by many whose names were never before found in the same division-list with his. His Chartist speeches met with no such favour, and he withdrew from the

agitation when physical force threatened to be in the ascendant. A warning placard that he had pasted on the walls of London just prior to the Kennington Common meeting of 1848 is creditable alike to his good sense and good feeling.

From the time that he entered Parliament until the period of his death Mr. Duncombe took such an active part in politics and had so many acquaintances and correspondents of every grade in society that the story of his life is also a record of most of the memorable persons and events of the period. To mention even a tithe of these would be altogether beyond our limits, but we may say that something is to be found in the book about almost all the heroes of Captain Gronow's "Reminiscences," as well as about heaps of celebrities that have arisen since his time. Among these we find the present Emperor of the French and the Duke of Brunswick, and some very curious details are given of how the escape of the former from the fortress of Ham was effected. Mr. Duncombe indeed seems to have been a kind of advocate-general of foreigners in distress, and he worked as earnestly to relieve the ex-ministers of Charles X. as he did men whose liberal opinions might reasonably be supposed to recommend them. Many of these Liberals, however, were truly *mauvais sujets*—"expatriated political schemers, who sought to make him their dupe and their tool," says his biographer; but he would be neither, and so got rid of them, to his great satisfaction. Mazzini and Kossuth made unsparing demands on him, and his efforts to serve them appear to have been not very warmly acknowledged. It is amusing to us, though it could not have been so to him to see these men setting up to instruct him as to the questions that he should ask in the House of Commons, as if they were better acquainted with Parliamentary usages than he was; and Radical deputations from Sheffield be-pestered him in the same way, till he showed his teeth, when they went off grumbling, doubting his genuine "Liberalism;" but his own constituents of Finsbury never doubted him, and always kept him at the head of the poll. He fairly wore himself out in their service, and though for many of his latter years he suffered severely in health, he always managed to be present at every important division and literally died in harness, surviving the close of the Session of 1861 only a few months. The "tribune of the people" deserved to have his life written, and his son has done it well.

Guild Court. By George MacDonald, M.A., Author of "Alec Forbes of Howglen," "David Elginbrod," &c. 3 vols.

We shall best express our favourable opinion of this work by saying that it might have proceeded from the pen of Mr. Dickens, and if so, it would certainly have been not the least popular of his productions. It is a tale, much of the interest of which depends on the will of a city merchant, one Mr. Boxall, whose property, by a strange fatality, passes from his family to a stranger, but is recovered for the heroine by the exertions of the hero. How this is brought about, of course we leave the reader to learn from the book itself, which will, we are sure, be perused with equal pleasure and profit from beginning to end. The great charm of the work is its naturalness, and its taking its character from classes that all are acquainted with; people neither superlatively good, nor supernaturally bad. None of these characters rise above the rank of middle-class respectability, lawyers and merchants, with houses at Hackney and Highbury, and offices in some dingy City lane, except one Jewish millionaire, whose wealth and liberality make him an invaluable friend to the heroine, Lucy Boxall, the merchant's niece. But the most piquante and attractive characters are quite at the other end of the social scale, and in the depicting of them it is that we see

the strong resemblance to our great novelist that we have already noticed. Kitely, the hard-headed, but right-meaning infidel bookseller, poor Spelt, the pious tailor, and still more, Mattie and Poppie, their respective daughters, are really marvels of delineation; the two girls are as strange little creatures as novelist ever took in hand, and they are drawn with such loving touches as show that they are the pet creations of the Author, as they assuredly will be of his readers. Of the plot, a very brief outline must suffice. Mr. Warboise and Mr. Boxall, the one a lawyer, the other a merchant, are old friends, which leads to young Tom Warboise being placed in Mr. Boxall's counting-house. The youth has a stern father, and a "rigidly righteous" mother, who completely spoil him between them. He appears at first as the "good boy," and Sunday-school teacher; but he soon shows that he has no liking for business, and instead, he manages to fall in love with Lucy Boxall, though the "family arrangement" is, that he should marry Boxall, the merchant's daughter. Lucy, who is an orphan, lives with her grandmother, in the house of business in Guild Court, something more than a servant, but hardly recognised as a relative. Tom, who is a weak, unprincipled fellow, is afraid to avow his engagement to Lucy, and trifles so shamefully with the affections of her cousin Mary, that she falls into a decline; and when making a voyage for the recovery of her health, she and all her family perish by shipwreck, and the Boxall property passes to Mr. Warboise. Tom, in the meantime, has fallen into bad company, and at last he tampers with the cash-box, to get at his over-due salary, to recover his losses at the gaming-table. When he comes to his senses, he is horrified at what he has done, and in fleeing from justice he has the good fortuue to save a child from drowning; this is the turning point in his career. The act procures him some humble, but honest-hearted friends, who get him off to sea, and the hardships he there endures, give a new direction to his thoughts, and eventually "make a man of him." Nothing can be better told than this. At length he returns, and by the advice of an excellent clergyman, Mr. Fuller, he sets to work to make all the amends in his power for his former idle and vicious course; and being received with open arms by the patient and much-enduring Lucy, he devotes his life to repay her trust in him when everybody else had cast him off. By his exertions, a flaw is discovered in the will, and the "poor relations" obtain their own, though not without being considerably indebted to Mr. Sergeant, another admirer of Lucy, but who, of course, has no chance against the reformed Tom Warboise. His highly respectable father gives up the Boxall property with quite as good a grace as can be expected, which, considering that it soon passes by marriage to his son, is not so very great a sacrifice after all.

A New System of Infantry Tactics. By Colonel Lumley Graham, Major, 18th Royal Irish.

The Field Exercise Book lately issued by the Authorities makes many innovations, and most of them Colonel Graham regards as changes in the right direction. He thinks, however, that the changes do not go far enough, and he offers the present small volume as containing several much-needed improvements. Some of them, he acknowledges, are derived from Colonel Warden, including "a clear and practical system of light infantry drill," but others he claims as his own. The suggested alterations in the authorized book are very numerous, and if adopted would certainly put a new face on affairs, the ends aimed at being, "the almost total abolition of mere parade movements, and simplification of drill;" the latter is certainly very desirable, if only practicable, but the former involves a question on which a good deal may be said on either

side. The book can only commend itself to those who take a lively interest in military matters, and we recommend such to master its contents, and judge for themselves on its merits.

OBITUARY.

Captain Edward Evans Gray, R.N. died at Shaldon, Teignmouth, on the 15th October. He passed his examination in 1821; and obtained his first commission Nov. 13, 1827. He was afterwards appointed, Sept. 19, 1834, and April 25, 1837, as First, to the Raleigh and Ringdove, sloops, on the East India and North America and West India stations; and Jan. 13, 1842, and Dec. 8, 1845, to the successive command of the Bonetta, and Viper, brigantines, employed off the coast of America, and in North America and the West Indies. He left the last-mentioned vessel on attaining the rank of Commander, Nov. 9, 1846. His Captain's commission dates Aug., 1860.

Commander Robert Justice, R.N., died on the 20th Oct., at Queen's Square, Bath. This officer entered the Royal Naval College Aug. 8, 1808, and embarked Aug. 9, 1811, as Midshipman on board the Elephant, 74. After serving for two years and four months in that ship, on the North Sea and Baltic stations, he successively joined the President and Mæander, frigates, and served off the Coast of Ireland and Portugal and in the East Indies, until Jan. 1816. Having passed his examination in the previous Oct., he was shortly afterwards appointed Mate of the Minden, 74, in which ship, subsequently to the battle of Algiers, he proceeded to India, where he officiated as signal officer to Sir Richard King until May, 1820. He then returned to England with a broken constitution, as Acting Lieutenant, in the Seringapatam, 46, and, on his arrival home in the following October, found that for his conduct at Algiers he had been promoted, four years previously, to the rank of Lieutenant, although his commission, bearing date Sept. 16, 1816, had not, in consequence of some mistake, been forwarded to him. His Commander's commission is dated July 1, 1864.

Captain Charles Russell Colt, formerly of the 3rd Light Dragoons and 56th Foot, died on Aug. 11, at Nelson, New Zealand.

Captain Henry Thomas Stanes Davis, of the Royal Marine Light Infantry, died on Oct. 18, at Tarrant Hinton, Dorset, Age 30. He entered the service, April, 1855, became Lieut., March, 1858; and Capt., Aug., 1867.

Commander the Hon. Frederick O'Brien Fitz-Maurice, R.N., third son of the Earl and Countess of Orkney, died on the 26th Oct., at Bangor, whilst in command of the Coastguard station there.

Paymaster-in-chief David James Simpson, C.B., died at Bideforth, North Devon, on the 20th Sept., in the 71st year of his age.

Major-General Robert Stewart, of the Bengal Infantry, died on Oct. 30, at 9 Drummond Place, Edinburgh.

Major Charles Kerr Macdonald, late of the 42nd Foot, died Oct. 17, at Alexandria.

Commander William Richmond Ashby died on the 7th Nov., at 7 Blenheim Crescent, Notting Hill, in his 75th year. He entered the Navy, April 13,

1808, as 1st-class Volunteer on board the Invincible, 74, and was for some time employed in a gunboat at the defence of Cadiz. After a further attachment of 21 months to the Hotspur, 36, on the South American station, he was promoted to the rank of Lieutenant, by commission dated Feb. 18, 1815. He obtained an appointment in the Caost Blockade, as supernumerary lieutenant of the Hyperion, 42, Capt. W. J. Mingaye, Sept. 27, 1828; and from March 24, 1831, until advanced to his present rank, Jan. 1, 1857, was employed in the Coastguard service. His Commander's commission is dated Jan. 1, 1857.

Commander Stephen Ross Watts, R.N. died on Oct. 22, at 16 Torrington Place, Plymouth, in his 68th year. He entered the Navy, May 11, 1810, as Midshipman, on board the Victory, 100, stationed in the Baltic; and was next, from Dec. 1812, until July 1816, employed in the Channel and Mediterranean in the Ville de Paris, 110, Boyne, 98, and Leviathan, 74. He served afterwards on the North American, Home, St. Helena, Brazilian, and West India stations. Having passed his examination, June 1, 1819, he was nominated, Jan. 1828, Acting Lieutenant of the Ferret, 10. That vessel, to which he was confirmed March 29 following, he left in Nov. of the same year. He was lastly, from July 15, until Dec. 1835, and from May 1, 1836, until May, 1839, employed in the North Sea and at Plymouth in the Fairy, 10, and Royal Adelaide, 104, flag-ship of Lord Amelius Beauclerk. His Commander's commission is dated Oct. 1, 1860.

Major Henry George Walker, late of the 29th Foot, died on Nov. 3, at Larchmoor, Stoke, Slough. He served with the 29th Regiment in the campaign on the Sutlej, including the battles of Ferozeshah and Sobraon—wounded (medal and clasp). At Ferozeshah he was acting aide-de-camp to the Governor General, and had a horse shot under him.

Captain Charles Tempest Sheringham, of the 16th Foot, died on Oct. 8, at Barbadoes, aged 27. He entered the service, March, 1858; became Lieut., Oct. 1859; and Capt., May, 1866.

Paymaster William O. Bignell, 1863, died on board H.M.S. Rinaldo, at Amoy, on the 8th Sept.

Captain Henry Neville Cotton Thueston, late of the 7th Foot, and 13th Light Infantry, died on Oct. 17, at Awebridge, near Romsey, Hants, aged 38.

Captain Robert Cosens-Weir, of the 1st Foot, died on Sept. 3, at Nusseerabad, aged 27. He entered the service February, 1858; became Lieut., Nov., 1860; and Capt., August, 1866.

Major George Cardine Shaw, on retired full pay, 63rd Foot, and late of the 14th Dragoons, died on Nov. 8, at Somerfield Terrace, Maidstone. He entered the service, May, 1811, became Lieut., Dec., 1813; Capt. May, 1839; and Major, 1854. He served at the siege and capture of Hattrass, and throughout the Mahratta campaigns of 1817 and 1818. Also at the siege and capture of the forts of Punella and Powughur, in the Southern Mahratta country in 1844-5.

Lieutenant Conway Richard Reeves, of the Royal Artillery, died on Oct. 24, at Shoeburyness. He entered the service, Dec., 1856.

Captain Carey James de Lacy, of the Bombay Staff Corps, died on October 17, on board the Rangton, aged 33. He entered the service, Jan. 1854, became Lieut., Oct., 1855; and Capt., Jan., 1866.

STATIONS OF THE ROYAL NAVY IN COMMISSION.

(Corrected to November 26.)

With the Dates of Commission of the officers in Command.

Aboukir, 86, sc., Comdre. Sir F. L. McClintock, 1854, Jamaica
Achilles, 26, sc., Capt. E. W. Vansittart, 1856, Portland
Acorn, Hosp Ship, Mast -com. D. H. Speer, 1856, Shanghai
Active, 20, Training Ship, for Naval Reserve, Com. G. G. Duff, 1864, Sunderland
Adder, st. ves, Second Master W. Blakey, (acting) Chatham
Adventure, 2, sc. troop ship, Capt. H. D. Hickley, 1864, China
Advice, st. ves, Second Mast.-com. M. Raymond, 1849, Queenstown
Alberta, 1, pad., Staff-com. Welch, 1863, Portsmouth
Alert, 17, sc. Com. H. H. Knocker, 1863, ordered home
Algerine, 3, Lieut.-com. Domville, 1862, China
Antelope, 3, Lieut.-com. J. Buchanan, 1859, West Coast of Africa
Arethusa, 35, sc. Captain R. Coote, 1854 Mediterranean
Argus, 6, Com. F. W. Hallowes, 1865, China
Asia, Capt. W. C. Chamberlain, Flag of Rear-Adl. Wellesley, C.B., 1853, Guard Ship of Reserve, Portsmouth
Assurance, 4, sc. Com. J. B. Scott, 1861, W. Coast of Africa
Aurora, 35, sc. Capt. A. F. R. de Horsey, 1857, North America and West Indies
Banterer, 2 sc., Lieut.-com. Pringle, China
Barracouta, 6, Commander George D. Bevan, 1861, North America and West Indies
Basilisk, 6, Capt. W. N. W. Hewett, V.C., 1862, China
Bellerophon, 14, Capt. Macdonald 1854, Portsmouth
Black Eagle, 2, pad., Staff-commander Whillier, 1863, Special Service
Boscawen, 20, Com Macleod B. Cockcraft, 1855, Training Ship, Southhampton
Brilliant, 16. Com. J. E. Bickford, 1860, Naval Reserve Drill Ship, Dundee,
Brisk, 16, Capt. W. C. Hope, 1861, Australia
Bristol 39, Commodore G. T. P. Hornby, Capt. Leverson E. Somerset, 1862, West Coast of Africa
Britannia, 8, Cadet Training Ship, Capt. J. Corbett, 1857, Dartmouth
Britomart, Lieut.-Com. A. H. Allington, 1859, North America and West Indies
Cadmus, 21, sc., Capt. A. Gordon, 1858, North America and West Indies
Caledonia, 31, Capt. Gardner, Flag of Vice Adl. Lord Clarence Paget, Mediterranean
Cambridge, gunnery ship, Capt. Hon F. A. C. Foley, 1860, Devonport
Cameleon, 17, sc., Com. W. H. Annesley, Pacific
Canopus, Naval Barrack, Captain G. Napier, 1856, Devonport
Caradoc, pad., 2, Lieut.-com. J. M. D. Elphinstone, 1859, Mediterranean
Castor, 22, Commander E. C. Symons, Naval Reserve Drill Ship, North Shields
Challenger, 22, Capt. R. Lambert, C.B. 1855, Australia
Chanticleer, 17, sc. Com. W Bridges, Pacific
Charybdis, 17, sc., Capt. A. M. L. Lyons, 1862, Australia
Cherub, 3, Lieutenant-com. Spencer R. Huntley, 1860, Lakes of Canada
Clio, 22, sc., Capt. N. E. B. Turnour 1859, Pacific
Cockatrice, 2, sc., Com. A. D. Bogle, 1865, Danube
Cockchafer, 2, sc., gunboat, Lieut com. Howard Kerr, 1857 China
Columbine, 4, sc., Com [illegible] Erskine 1862, ordered home
Cormorant, [illegible], sc. Com. G. D. Broad, 1860, China
Cordelia, 11, sc, Com. C. Parry, 1861, North America and West Indies
Constance, 39, sc., Capt. E. K. Barnard, N. America and West Indies,
Crocodile, 2, Capt. G. W. Watson, 1864, troop service.
Cruiser, 5, Com. M. Singer, 1862 Mediterranean

Cumberland, 24, Captain Hon. A. A. Cochrane, C.B., 1854, receiving ship Sheerness
Dædalus, 16, Com. J. T. M. Nicholl, 1860, Naval Reserve Drill ship, Bristol
Daphne, 4, Com G. L. Sullivan, 1862, East Indies
Dart, 5, Com. M. Lowther, 1859, West Coast of Africa
Dasher, 2, st. ves., Com. J. H. Bushnell, 1861. Channel Islands
Dauntless, 31, sc. Capt. E. P. Von Donop, 1855, Coast Guard, River Humber
Dee, 1, st. Store Ship. Mast.-com. G. Raymond, 1858, Channel service
Delight, 2, Lieut-com. Larcom, 1863, West Indies.
Donegal, 81, sc., Capt. E. W. Turnour, 1854, Liverpool
Doris, 25, sc., Capt. Charles Vesey, 1860, North America and West Indies
Doterel, 2, sc. gunboat, Lieutenant-com. G. W. Scott, S. E. Coast of America
Drake, 2, Lieutenant-com. Hunt, 1860, China
Dromedary, sc. store ship, Mast.-com. Allard, 1851, West Coast of Africa
Dryad, 4, Com. H. B. Fellows, 1862, Devonport.
Duke of Wellington, 49, Barrack Ship Capt. G. Hancock 1859, Portsmouth
Duncan. 81, sc., Capt. C. Fellowes, C.B.,1853, Channel Squadron
Eagle, 50, Com. W, E. Fisher, 1856, Naval Reserve Drill Ship, Liverpl.
Egmont, receiving ship, Capt. H. F. W. Ingram, 1863, Rio de Janeiro
Elfin, pad., Mast.-com. A. Balliston, 1853, Portsmouth
Enchantress, 1, st. Admiralty Yacht, Staff-com. J. S. Petley, 1863, particular service
Endymion, 21, sc., Capt. Wake, Mediterranean
Enterprise, 4, sc. Com. G. S. Bosanquet 1863, Mediterranean
Espoir, 5, sc., Com. M. L. S. Peile, 1862, West Coast of Africa
Euphrates, 2, Capt M. B Dunn, 1862, Troop service
Excellent, gunnery ship, Capt. W. A. Hood, 1858, Portsmouth
Falcon, 17, sc., Com. H. L. Percival, 1865, Australia
Favourite, 10, sc., Capt. J. D. M'Crea, 1858, N. America and W. Indies
Fawn, sc., 17, Capt. A. J. Heysham, 1864, N America and West Indies
Firequeen, st. ves., Staff-com. W. Paul, 1863, Portsmouth
Firm, 3 Lieut.-com. Rochfort, 1860 Japan
Fisgard, 42, Comdre. Edmonstone, Woolwich
Flora, 40, Captain Welmshnrst, 1866, Ascension
Formidable, 26, Vice Admiral Sir B. Walker, K.C.B., Capt. Mackenzie, 1859, Sheerness
Forester, 3, Lieut.-com. J. E. Stokes, 1858, China
Forward, 2, sc. Lieut.-com. Denny, 1858, Pacific
Fox, 2, sc. store ship, Staff-commander Moriarty, C.B., particular service
Frederick William, 74, sc. Capt. John J. Kennedy, C.B., 1856, Coast Guard, Queenstown
Galatea, 26, sc., Capt. H.R.H. The Duke of Edinburgh, K.G., 1865, Particular service
Ganges, training ship, Com. J. E. Wilson, 1865, Falmouth
Gannet, 11, Capt. W. Chimmo, 1864, North America and West Indies
Gladiator, 6, st. ves., Capt. Aplin, 1861, Channel service
Gleaner, gunboat. Lieut. Charles F. Hill 1855, Brazils
Grasshopper, 2 sc. gunboat, Lieut.-com. J. E. Patterson, 1855, China
Greyhound, 17, Capt. C. Stirling, 1863, Comdre Hornby, W. Coast of Africa
Griper, Lieut.-Com. Stratford Tuke, 1866, tender to Mersey
Havoc, 2, sc. gunboat, Lieut.-com. Cameron, 1855, China
Helicon, Commander E. Field, 1862, Channel Squadron
Heron, gunboat, Lieut.-com. Solly Lakes of Canada
Hibernia, receiving ship, Rear Adm. H. Kellett, Com. G. L. Norcock, 1859 Malta
Highflyer, 20, sc., Capt. M. S. Pasley, 1860, Mozambique
Himalaya, troop ship, Capt. S. B. Piers, 1863, Particular service
Hydra, 1, st. ves., Capt. Peter F. Shortland, 1859, Mediterranean, survey
Icarus, 3, Com. S. P. Townshend, 1865 China
Implacable, 24, Com. P. W. Pellew, 1863, Training Ship, Devonport
Impregnable, 78, Capt. F. S. Tremlett, 1863, Training Ship, Devonport
Indus, Rear Admiral Drummond, Capt. G. Willes, 1856, Devonport
Industry, 2, sc. store ship, Mast.-com. E. C. T. Youel, 1850, particular service

Insolent, 2, Lieut.-com. Keppel, 1859, China
Investigator, 2, st. ves. Lieut. Jones, West Coast of Africa
Irresistible, 24, sc., Capt. G. Le G. Bowyear 1856, Coast Guard Southampton
Jackall, 4, st. ves., Lieut.-com. Dupuis, 1859, Devonport
Janus, 3, Lieut.-com. Johnstone, 1865, China
Jaseur, 5, Com. C. F. Hotham, 1865, West Coast of Africa
Jason, 17, Capt. M. Aynsley, 1862, North America and West Indies
Jumna, 2, Capt. B. S. Prichard, 1863, Troop service
Landrail, 5, sc., Com. H. L. Maitland West Coast of Africa
Lee, 5, Com. C. W. Andrews, 1861, Sheerness.
Lizard, 1. st ves., Lieut.-com. Price, 1854, Sheerness
Liffey, 31, sc., Capt. J O Johnson, 1856, Devonport
Lightning, 3, st. ves., Com. D. Aird, Pourtsmouth
Linnet, 2, sc., Lieut Com. C. P. Bush, 1857, Brazils
Lion, 60, sc. Capt. J. M. Hayes, C.B. 1855, Coast Guard, Greenock
Lord Clyde, 24, sc Capt. R. Dew, C.B. 1858, Channel Squadron
Lord Warden, sc., 20, Capt. W R Rolland, 1857, Channel Squadron
Lyra, 9, sc., Com. R. A. Parr, 1861. Mozambique
Malabar, 2, Capt. F. D. Rich, 1865, troop service.
Malacca, 17, Capt. R. B. Oldfield, 1862, Pacific
Manilla, sc., Mast.-com. Ryan, 1854, China
Martin, 12, Training brig, Lieut.-com. G. B. Evans, Portsmouth
Medusa, 2, st, ves. Mast-com, Potter, 1851, Channel service
Megæra, 6, Capt. J. Simpson, 1865, store service
Mersey, 36, sc., Capt. R. D. White, 1856; Rear-Adml Buckle, Queenstown
Minotaur, 24, Captain J G. Goodenough. 1863, Rear Adml Warden, Channel Squadron
Minstrel, 2, Lieut.-com. M. B. Medlycott, 1859, Lakes of Canada
Mullet, 5, Commader Edward Hellet, 1865, West coast of Africa
Mutine, 17, sc. Com. H. McC. Alexander, 1864, Pacific
Narcissus, 35, sc. Rear Adm. G. Ramsay, C.B., Capt. J. C. Wilson, 1865 Brazils
Nassau, 5, Capt. R. C. Mayne, 1864, Straits of Magellan
Nereus, 6, store depot, Staff-com. C. R. P Forbes, 1863, Valparaiso
Nettle, 2, Lieut.-com. —— Jamaica
Niger, 13, Capt. J. Bruce, 1862, North America and West Indies
Nimble, 5, Com. A J Chatfield, 1862, North America
Niobe, 4, Com. T. E. Mackenzie, 1863, North America
Nymphe, 4, Com. T. Barnardiston, 1862, East Indies
Ocean, 23, iron-clad, Capt. Chandos Stanhope, China
Octavia, 35, Capt. C. A. Campbell, 1863 flag of Commodore L. G. Heath, C.B. 1854, East Indies
Oberon, 3, st. ves., Lieut.-com. Hand, 1858, West Coast of Africa
Opossum, 2, Lieut.-com. Mainwaring, 1858, China
Orontes, 2, sc., troop ship, Capt. H. Phelps, 1864. Portsmouth
Orwell, 2, Lieut.-Com. Maresceaux, Channel Squadron
Osborne, st. yacht, Com John D'Arcy, 1863, particular service
Osprey, sc. 4, Com. W. Menzies, 1862, ordered home
Pallas, 6, Capt. E. G. H. Lambert, 1861 Devonport
Pearl, 21, Capt. J F. Ross, China
Pelorus, 21, sc. Capt. W. H. Haswell 1858, ordered home
Pembroke, 25, sc. Commodore John W. Tarleton, C.B., Capt. Spencer, 1856, Harwich
Penguin, 5, Lt.-com. J. J. Martin, 1860, East Indies.
Perseus, 17, sc, Com. E. Stevens, 1860, China
Petrel, 3, Com. W. E. Gordon, 1861, Cape of Good Hope
Phœbe, 35, Capt. T. Bythesea, V C., 1861, North America
Pigmy, 3, st. ves. Mast.-com. Petch. 1861, Portsmouth
Porcupine, 3, st. ves. Staff-com. Calder 1863, Downs, survey
President, 16, Com. Comber, 1860, Naval Reserve Drill Ship, London
Prince Consort, 31, sc., Capt. Edward A. Inglefield, 1853, Mediterranean
Princess Alice, 1, st. ves., Mast.-com. Parker, 1855, Devonport
Princess Charlotte, 12, Comdre. Jones, 1863, Receiving Ship, Hong Kong
Psyche, 2, st. ves., Lieut.-com. Sir Francis Blackwood, Bart, 1859, Mediterranean
Racer, sc., 11, Com. L. Brine, 1854, Mediterranean

Racoon, 22, sc., Capt. R. Purvis, 1857, Cape of Good Hope
Ranger, 5, sc. Com. W. A. Gambier, 1865, ordered home
Rattler, 17, sc., Com. J. T. Swann, 1864, China
Rattlesnake, 19, Commodore. W. M. Dowell, C.B., 1858, West Coast of Africa
Reindeer, 7, Com. E. Nares, 1860. Pacific
Research, 4, sc., Com. A. Morrell, 1861, Coast of Ireland
Revenge, 73, Capt. W. J. S. Pullen, 1856, Pembroke
Rifleman, 8, sc., Mast. com. J. W. Reed, 1858, China Seas, survey
Rinaldo, 7, Com. W. K. Bush 1861, China
Rodney, 78, sc., Capt. A. C. F. Heneage, 1866, Vice-Adml. Hon. Sir H. Keppel, K C.B., China
Rosario, 11, sc., Com. G. Palmer, 1862, Sheerness
Royal Adelaide, 26, Adml. W. F Martin, Bart., K C.B. Capt. W. Preedy, C.B. 1855, Devonport
Royal Alfred, 18, sc., Capt. Hon. W. C. Talbot, Vice-Adml. Sir G. R. Mundy, K.C.B., N. A. & W Indies
Royal George, 78, sc., Capt. Thomas Miller, 1852, Coastguard Kingstown, Dublin
Royal Oak, 35, sc. Capt. Hon. G. Keane, 1854, Mediterranean
Royal Sovereign, sc., 5, Capt. C P Coles, C.B., 1856, Portsmouth
Salamander, 6, st. ves, Com. G. S Nares, 1862, ordered home
Salamis, 1, st. ves. Com. F. G. Suttle, 1863, China
Satellite, 11, Capt. J. Edye, 1862. China
Saturn, Capt. Hall, 1855, Pembroke
Scout, 21, Capt. J. A. P. Price, 1860, Pacific
Serpent, 3, Com. J. Bullock, surveying in Japan
Sealark, 8, Training Brig, Lieut.-com. J. N. Croke, 1855, Devonport
Serapis, 2, Capt. J. C. Soady, 1863, troop service.
Seringapatam, Receiving Ship, Comdre. G. G. Randolph, 1859, Cape of Good Hope
Sharpshooter, 6, sc., Lieut.-com. B. S. Hamilton, 1859, Brazil
Shearwater, 11, sc. Com. Thomas G. Smith, 1862, ordered home
Simoom, 4, Capt. Thomas B. Lethbridge 1843, troop service
Skylark, 2, Lieut.-com Swinton, 1856, Gibraltar
Slaney, 3, sc. gunboat, Lieut.-com. Elwyn, 1855, China
Snap, 2, Lieut.-com Powys, 1859, China
Sparrowhawk, 4, Com. E. A. Porcher, Pacific
Speedy, 2, gunboat, Mast.-com. Clifton, 1859, Channel Islands
Speedwell, sc., 5, Com. T P Jones-Parry, West Coast of Africa
Sphinx, 6, Capt. R. V. Hamilton. 1862, North America and West Indies
Spider, 2, sc. gunboat, Lieut.-com. F. W. Prosser, 1854, S. E. Coast of America
Spiteful, 6, paddle, Com. B. L. Lefroy, 1863, East Indies
Sprightly, st. ves., Mast.-com. G. Allen acting, Portsmouth
Squirrel, 8, Training Brig, Lieut.-com. T. K. Hudson, 1857, Devonport
Star, 4. Com. R. Bradshaw, East Indies
St. George, 84, sc. Capt. M. S. Nolloth 1856, Coast Guard, Portland
Staunch, 2, sc., Lieut.-com. Dunlop, 1856, China
St. Vincent, 26, Training Ship, Com. Carter, 1862, Portsmouth
Supply, 2, sc. Staff-com C. Bawden, 1864, store service Woolwich
Sylvia, 4, Com. E. Brooker, 1863, China
Tamar, 2, sc. troop ship, Capt. F. W. Sullivan C.B., 1863, Portsmouth
Terrible, 21, Capt. Commerell, V.C., 1859, Mediterranean
Terror, 16, sc. Capt. J. B. Wainwright, 1853, Bermuda
Topaze, 31, Comdre. Powell, 1858, Pacific
Trafalgar, 60, Capt. E. K. Barnard, 1857, Sheerness
Trincomalee, 16, Com. E. T. Nott, 1863, Naval Reserve drill Ship, Hartlepool
Trinculo, 2, Lieut.-Com. Sanders, Mediterranean
Tyrian, 1, Lieut. E. J. Church, 1861, Mediterranean
Urgent, 4, sc Capt. S. H, H. Henderson, 1863, troop service
Vestal, 4, sc., Com. S. P. Brett, 1862, West Coast of Africa
Victoria and Albert, steam yacht, Capt. H.S.H Prince Leiningen, K.C.B., 1860, Portsmouth
Victory, 12, Capt. F. B. P. Seymour, flagship of Admiral Sir T. Pasley, Bart., Portsmouth
Virago, 6, pad., Com. H. M. Bingham, 1862, Australia
Vigilant, 4. sc., Com. R. A. O. Brown, 1862, East Indies and Cape of Good Hope

Vindictive, 2. store ship. Mast.-com. G. Stovin, Fernando Po
Vivid, 2, st. ves. Staff-com. T. W. Sullivan, 1863, Woolwich
Warrior, 32, Capt. H. Boys, 1857, Portsmouth
Wasp, 13, sc. Capt. Norman B. Bedingfield, 1862, ordered home
Waterwitch, hyd. prop., Com. P R Sharpe, Portsmouth
Weazel, 1, sc. gunboat Lieut.-com. Tuke, 1856, China
Wellesley, 17, Capt. W. H. Stewart, C.B. 1854, Chatham
Wildfire, st. ves. Mast.-com. G. Brockman, 1854, Sheerness
Winchester, 12, Drill Ship for Naval Reserve, Com. Charles J. Balfour, 1865, Aberdeen
Wizard, 1, Lieut.-com. Patrick J. Murray, 1859, Mediterranean
Wolverine, 21, sc., Capt. T. Cochran, 1857, N. America and W. Indies
Wyvern, 4, Capt. H. T. Burgoyne, 1861, Portsmouth
Zealous, 20, ironclad, Capt. R. Dawkins 1863, Flag of Rear Admiral Hon. G. F. Hastings, Pacific
Zebra, 7, Com. Edwin J. Pollard, 1861 China

STATIONS OF THE BRITISH ARMY.

(Corrected up to the 26th November, 1867, inclusive.)

Where two places are mentioned, the last-named is that at which the Depot is stationed.

1st Life Guards—Hyde Park
2nd do.—Windsor
Royal Horse Guards—Regent's Park
1st Dragoon Guards—Aldershot
2nd do.—Bengal, Canterbury
3rd do.—Bombay, ditto.
4th do.—Aldershot
5th do.—Colchester
6th do.—Dublin
7th do.—Shorncliff
1st Dragoons—Longford
2nd do —Dundalk
3rd Hussars—Hounslow
4th do—Bombay, Canterbury
5th Lancers—Bengal, Canterbury
6th Dragoons—York.
7th Hussars—Bengal, Canterbury
8th do.—Manchester
9th Lancers—Cahir
10th Hussars—Newbridge
11th Hussars—Bombay, Canterbury
12th Lancers—Dublin
13th Hussars—Canada, Canterbury
14th do.—Edinburgh
15th Hussars—Norwich
16th Lancers—Madras, Canterbury
17th do.—Brighton
18th Hussars—Madras, Canterbury
19th do.—Bengal, ditto.
20th do.—Bengal, ditto.
21st do.—Bengal, ditto.
Military Train—Woolwich, Troops, 7, 18, 20, 24,—Chatham 23.
Do.—Kensington and Regent's Park, 3, 4
Do.—Portsmouth, 19.
Do.—Hilsea, 22.
Do.—Dublin, 2 and 11.
Do.—New Zealand, 13, 14, 15, and 16
Do.—Aldershot, 1, 5, 9, 10, 17, and 21.
Do.—Curragh, 6 and 8
Do.—Shorncliff 12, 13, 14, 15 and 16 on passage home from New Zealand.
Grenadier Guards (1st bat.)—Windsor
Do.—2nd bat.)—Chelsea Barracks
Do.—(3rd bat.)—Wellington Barracks
Coldstream Gds (1st bat.)—Tower
Do. (2nd bat.)—Dublin
Scots Fusilier Guards, (1st bat.)—Chelsea
Do. (2nd bat.)—Wellington Brks
1st Foot (1st).—Madras, Chatham
Do. (2nd bat.)—Bombay ditto.
2nd do. (1st bat.)—Bombay, ditto.
Do. (2nd bat.)—Athlone
3rd do. (1st bat.)—Bengal, Shorncliff
Do. (2nd bat.)—Belfast
4th do. (1st bat.)—Bombay, Parkhurst
Do. (2nd bat.)—Nova Scotia ditto.
5th Foot (1st bat.)—Bengal, Shorncliff
Do. (2nd bat.)—Dover
6th do. (1st bat.)—Fermoy, Sheffield
Do. (2nd bat.)—Edinburgh
7th do. (1s bat.)—Bengal, Walmer
7th do (2nd bat.)—Liverpool
8th do. (1st bat.)—Malta, Chatham
Do. (2nd bat.) Malta, ditto
9th do. (1st bat.)—Cape, Pembroke
Do. (2nd bat.)—Japan, Pembroke.
10th do (1st bat.)—Cape of Good Hope Chatham
Do. (2nd bat.)—Madras, Chatham
11th do (1st bat)—Bengal, Parkhurst
Do. (2nd bat.) Cape of Good Hope, Parkhurst
12th do. (1st bat.)—Devonport
Do. (2nd bat.)—Bengal, Gosport
13th do. (1st bat.)—Gibraltar Shorncliff
Do. (2nd bat.)—Portland & Weymouth
14th do. (1st bat.)—Malta, Chatham
Do. (2nd bat.)—Melbourne, Chatham
15th do (1st bat.)—N. Brunswick, ditto.
15th do. (2nd bat.)—Gibraltar, Chatham
16th do. (1st bat.)—Canada, Colchester
Do. (2nd bat.)—Barbadoes, ditto
17th do (1st bat.) Kilkenny
Do. (2nd bat.)—Canada, Chatham
18th do. (1st bat.) Chester
Do. (2nd bat.)—New Zealand, Colchester
19th do (1st bat.)—Bengal, Sheffield
Do. (2nd bat.)—Birmah, Sheffield
20th do. (1st bat.)—Devonport
Do. (2nd bat.)—Cape, Shorncliff
21st do. (1st bat.)—Enniskillen
Do. (2nd bat.)—Madras, Preston
22nd do. (Ist bat.)—New Brunswick Chatham
Do. (2nd bat.)—Newcastle-on-Tyne
23rd do. (1st bat.)—Bengal, Walmer
Do. (2nd bat.)—Newport
24th do. (1st bat)—Malta, Sheffield
Do. (2nd bat.)—Rangoon, Sheffield
25th do. (1st bat.)—Glasgow,
Do. (2nd bat.)—Bengal, Preston
26th do.—Bombay, Preston
27th do.—Bengal, Dover
28th do.—Curragh
29th do.—Canada, Chatham
30th do.—Canada, ditto.
31st do.—Malta Chatham
32nd do.—Mauritius, Colchester
33rd do.—Bombay, Sheffield

34th do.—Portsmouth.
35th do.—Bengal, Colchester
36th do.—Bengal, Pembroke Dock
37th Foot—Bengal, Pembroke
38th do.—Bengal, Gosport
39th do.—Dublin
40th do.—Devonport
41st do.—Bengal, Colchester
42nd do—Bengal, Sterling Castle
43rd do.—Aldershot
44th do.—Aldershot
45th do.—Bombay, Chatham
46th do.—Bengal, Pembroke
47th do.—Nova Scotia, Pembroke
48th do.—Dublin
49th do.—Bombay, Colchester
50th do.—Sydney, Chatham
51st do.—Dover
52nd do.—Limerick
53rd do.—Canada, Shorncliffe
54th do.—Aldershot
55th do.—Bengal, Sheffield
56th do.—Aldershot
57th do.—Manchester
58th do.—Bengal, Pembroke
59th do.—Ceylon, Gosport
60th do. (1st bat.)—Canada, Winchester
Do. (2nd bat.)—Bengal, Winchester
Do. (3rd bat.)—Madras, Winchester
Do. (4th bat.)—Canada, Winchester
61st do.—Bermuda, Gosport
62nd do.—Buttevant
63rd do.—Dublin
64th do.—Malta, Parkhurst
65th do.—Kinsale
66th do.—Jersey
67th do.—Waterford
68th do.—Aldershot
69th do.—Canada, Preston
70th do.—Ashton
71st do.—Fermoy
72nd do.—Manchester
73rd do.—China, Shorncliff
74th do.—Dublin
75th do.—Gibraltar Shorncliffe
76th do.—Madras, Shorncliffe
77th do.—Bengal, Gosport
78th do.—Canada, Aberdeen
79th Foot—Bengal, Aberdeen
80th do.—Aldershot
81st do.—Cork
82nd do—Bengal, Chatham
83rd do.—Gibraltar, Colchester
84th do—Jamaica, Colchester
85th do.—Curragh
86th do.—Mauritius, Gosport (detained at Cape of Good Hope)
87th do.—Gibraltar, Walmer
88th do.—Bengal, Parkhurst
89th do.—Dublin
90th do.—Bengal, Preston
91st do.—Bengal, Fort George
92nd do.—Curragh
93rd do.—Bengal, Aberdeen
94th do.—Bengal, Colchester
95th do.—Bombay, Pembroke
96th do.—Bombay, Colchester
97th do.—Portsmouth
98th do.—Portsmouth
99th do.—Cape of Good Hope, Preston
100th do.—Canada, Colchester.
101st do.—Bengal, Walmer
102nd do.—Madras, Shorncliff
103rd do—Bengal, ditto.
104th Bengal, Walmer
105th do.—Bengal, Shorncliff
106th do.—Bengal, Chatham
107th do.—Bengal, Preston
108th do.—Madras, Gosport
109th do.—Bombay, Chatham
Rifle Brigade (1st bat.)—Canada, Winchester
Do. (2nd bat.)—Devonport
Do. (3rd bat.)—Bengal, Winchester
Do (4th bat.)—Chichester
1st West India Regiment—Sierra Leone
2nd do.—Bahamas
3rd do.—Jamaica
4th do.—Barbados
Ceylon Rifle Regiment—Ceylon & China
Cape Mounted Rifles—Cape of Gd. Hope
Royal Canadian Rifle Regiment—Canada
Royal Malta Fencible Artillery—Malta

DEPOT BATTALIONS.

1st Depot Battalion—Chatham
2nd do.— ditto.
3rd do.— ditto.
4th do—Colchester
5th do.—Parkhurst
6th do.—Walmer
7th do.—Winchester
8th do.—Colchester
9th.—Preston
10th do.—Shorncliff
11th do.—Gosport
12th do.—Shorncliff
13th do.—Pembroke
14th do.—Sheffield
15th do.—Aberdeen
Cavalry Depot—Canterbury

PROMOTIONS AND APPOINTMENTS.

NAVY.

ADMIRALTY, Oct. 18.

Com. E F N K Wasey has been this day promoted to be a retired capt., under the provisions of Her Majesty's Orders in Council of 1st Aug., 1860; 9th July, 1864; and 24th March, 1866.

The seniority of Mr. E Holmes, First class Assist. Eng., has been altered from Aug. 28, 1867, to May 11, 1867.

Mr. G M'Ewen has this day been promoted to the rank of first class assist. eng. in Her Majesty's Fleet, with seniority of July 18, 1867.

Oct. 19.

The following promotions have this day taken place in Her Majesty's Fleet:—

To be engineers:

Messrs—E H Willey, J Torkington, W C Archbold, J Hall (a), C Hill, J D Wood, W Vincent, W Ttewart, G Stewart, G Sullivan, R Green, and D Crichton (a).

To be act. engineers:

Messrs.—G Alexander and J Bolas.

Oct. 24.

Mr. G E Foote has this day beeu promoted to the rank of act. eng. in Her Majesty's Fleet, with seniority of May 10, 1867.

Oct. 25.

The following Flag promotions, to date the 18th inst., have been made, consequent on the death, on the 17th inst., of Admiral the Right Hon. Lord Fitzhardinge, G.C.B.:

Vice Admiral H W Bayfield, on the Retired List, to be admiral on the same list.

Vice Admiral the Hon. G Grey, on the Retired List, to be admiral on the same list.

Vice Admirals on the Reserved List, to be admirals on the same list:

The Hon. A Duncombe and C H Swinburne.

Vice Admiral Sir J Nias, K.C.B., on the Retired List, to be admiral on the same list.

Vice Admiral Sir G Back, Knt.. on the Reserved List, to be admiral on the same list.

Vice Amiral Sir H J Codrington, K.C.B., to be admiral in Her Majesty's Fleet.

Rear Admiral the Hon. K Stewart, C.B., on the Reserved List, to be vice admiral on the same list.

Rear Admiral G Goldsmith, on the Retired List, to be vice admiral ou the same list.

Rear Admirals on the Reserved List, to be vice admirals on the same list:

W Griffin and J Hallowes.

Rear Admiral C Frederick to be vice admiral in Her Majesty's Fleet.

Capt. G S Hand, C.B., to be rear admiral on the Retired List.

Capt. M De Courcy to be rear admiral in Her Majesty's Fleet.

Retired Vice Admirals to have the rank of retired admirals, under the provisions of Her Majesty's Order in Council of May 7, 1858.

H S J Marsham, C Crowdy, T Mansel, and J Burney.

Oct. 25.

The following promotions have this day taken place in Her Majesty's Fleet:—

Coms. to be capts.:

R A Parr, C D Lucas, H L A L Maitland, and St. G C D'A Irvine.

Lieuts. to be coms.:

J B Mitchell, J S Tonkin, G Rivington, F S Thompson, P W Stephens, H Hand, F R Blackburne, C G S Stanley, K H A Mainwaring, and C E Foot.

Mr. J Dows has this day been promoted to the rank of act. eng. in Her Majesty's Fleet, with seniority of Aug. 26, 1867.

Oct. 28.

Com. J E Elliott has been this day promoted to be a retired capt., under the provisions of Her Majesty's Orders in Council of 1st Aug., 1860; 9th July, 1864; and 24th March, 1866.

Oct. 31.

Staff-Com. R Thomas has been this day promoted to the rank of retired capt. in Her Majesty's Fleet, under Order in Council of June 26, 1867.

Nov. 1.

The following promotions have this day taken place in Her Majesty's Fleet:—

To be engineers:

Messrs—W R Henry, I Henry, J Etherington, J J Conway, R Goodwin, W Moore, W Harris, W Strachan, J Barber, H Coller, W B Rock, H Brown (b), W H Keate, and W Jones.

Nov. 4.

Lieut. T M Campbell has been this day promoted to be retired com., under the provisions of Her Majesty's Orders in Council of 1st Aug., 1860; 9th July, 1864; and 24th March, 1866.

T Seccombe, Esq., M.D., has been this day promoted to the rank of staff surg. in Her Majesty's Fleet, w.th seniority of Oct. 18, 1867.

The following promotions have this day taken place:—

To be paymasters in Her Majesty's Fleet:

W W Blaney, D Martin, and F B Baverstock, Esqs.

The undermentioned Officers have this day been promoted to the rank of first class assist.-eng. in Her Majesty's Fleet, with seniority of Oct. 27, 1867:

Messrs.—J G Ellis, R Pearce, W Olive, and F Foreman.

Nov. 5.

The following promotions of Eng. Officers have this day been made:—

To be first class assist.-engs. in Her Majesty's Fleet, with seniority of Nov. 3, 1867:

Messrs. J Adamson and T T Truscott.

Rear-Admiral—C H M Buckle to be senior officer at Cork, vice Rear-Admiral Sir C Frederick, promoted to be a vice-admiral.

Capts.—E K Barnard to Trafalgar, commissioned; and J D M'Crea to Favorite, vice Shortt, superseded at his own request; H T Burgoyne to Constance, vice Barnard; G A C Brooker to Wivern, vice Burgoyne.

Coms.—H B Johnstone to Myrmidon, commissioned; C B Theobald to Mullet, vice Robinson, invalided; J B Barnett to Indus; E Kelly to Mullet, commissioned, the appointment of C B Theobald having been cancelled; W A de V Brownlow to be resident officer for transport service at Deptford, vice Com. St. L Aldworth, whose period of service has expired.

Lieuts.—W Sullivan to Irresistible, for service in Coast Guard; O P Tudor to Excellent; W C J Blount to Lion; E Durrant to Victoria and Albert, complement incomplete; J Shortt to Oberon, vice H Hand, promoted; F W Prosser to Spider, vice J B Michell, promoted; S Tuke to Mersey, for service in Griper; D Stewart to Impregnable; H N Alleyne to Myrmidon; C S Shuckburgh to Urgent; A P Hastings to Zealous; H T Marsden to Terror; J Anderson to Myrmidon; C A Blake to Minotaur; J F L P Maclair to Octavio; L M Malet to St. Vincent; A Anderson to Victory; E L Trafford to Indus; C R Buckle to be flag lieut. to Rear-Admiral Buckle, C.B.; J L F Paul, A G R Ryall, H W Dowding, and G R Bell for service in the Harpy.

Staff Coms.—W B Shellabear additional, to Asia, for Valiant; N G Arguimbau to Euphrates; J T H Norris to Canspus.

Navig. Lieuts.—W Hewlett to Himalaya; J G Liddell to Myrmidon; J L Vivian, additional, to Fisgard, for Royalist; E W Creak to Dasher; R T N Pearce to Trafalgar.

Sub-Lieuts.—L S Dawson to Sylvia; E R W Noble to Gannett; R L Smart to Warrior; W E Black to Victory; J D Nicholls to

Zealous; J Hicks to Wivern; G Worth to Caledonia; W E Black to Plover.

Navig. Sub-Lieut.—A J De Vismes to Victory, as super.

Midshipmen—G F Hall to Minotaur; G C Lindley to Constance; F C Younghusband to Doris; F J Grassie to Favourite; H Mackenzie Niger; G R Lindley to Doris; G H Cherry to Aurora; S Ewing, A Gwyn, C R Arbuthnot, E Chichested, and A Wolrige to Constance; A Cochrane, G H Bruce, and A G Waller to Royal Alfred; A M R Hamilton, G S R Deverell, and G Glennie to Topaze; B H Chevalier to Scout; A M Cramsic to Malacca; W Waterman to Caradoc; J R Gow to Fox; B J Sims to Lord Clyde.

Naval Cadets—D S Lacy and R L Berkeley to Zealous; R Mundy to Royal Alfred,

Naval Cadets (nominated)—C G W Hastings, T Y Greer, A C Grenfell, T T R Milton, J G Ede, and R Polwhele.

Staff-Surg.—J Henderson, M.D., to Excellent.

Surg.—T J Breen to Trafalgar.

Assist.-Surgs.—G Clarke to Impregnable, additional for disposal; Paterson, M. D., to Pembroke; A Brend to Forward; J Parker to Cumberlahd.

Act. Assist.-Surgs.—S Evans to Scout; P O'C D'Oyle to Trafalgar; D Valentine to Rattlesnake.

Paymasters—G P Martin to Victoria and Albert, vice K L Sutherland, deceased; W L Wright to Castor; J Bremner to Myrmidon; J L Southey to Trafalgar; T Seccombe to Mutine.

Assist. Paymasters-in-Charge—F C M Sadler to Plover; A W Brett to Nereus.

Assist. Paymasters—J T Greet to Impregnable; J H M Burney to Royal George; H Langworthy to Terror; F R G Wright to Royal Adelaide, as super.; E M Ommanney to Lion; E R Brown to Formidable, as super.; J H M Burney to Royal George; H Longworthy to Terror; F Pittman to St. George; E de H Whiddon to Royal Adelaide; J Hasler, G B Westott, and H W Hunt to Trafalgar; and R L Harris to Arethusa.

Clerks—R B Bates to Trafalgar; R G S R Lewin to Myrmidon; J Gordon, additional, to Royal Alfred.

Assist. Clerks—A T T Wise to Cambridge; R L Dymott, additional, to Royal Alfred.

Chief Engs.—J W German, additional, to Fisgard, for service in Juno; T Dwerr to Trafalgar; S Matthews to Myrmidon; W H Hooper to Rattler; C F Jordan to Asia, additional, for charge of engines of Danae.

Engs.—P Grantham and W S Presgrave to Plover; E Brown to Cumberland, for charge of engines of Beacon. E Ingledew, additional, to Fisgard, for Philomel; A Waters and A Prichard to Trafalgar; H J Wilson to Jumna; J R Agates to Cumberland, additional, for charge of engines of Beacon; D Ferguson to Myrmidon; R L Dymott to Royal Alfred; F L Grice to Zealous.

Engs.—(qualified for charge)—J Lawson to Dee; G Griffiths to Carron.

First-class Assist.-Engs.—R S Keinnan, to Jumna; I Hull, to Urgent; M Whyham, additional, to Urgent, in lieu of a chief stoker; H Loudon, to Myrmidon; H Birch, to Donegal; J H Leech, E Jackson, and J Stout, to Zealous; W T Poner to Asia, for Enchantress; J D Wilson to Revenge for tenders; C F Gregory to Zealous; W Crichton to Royal George; F E Sheen and H Rumble to Trafalgar.

Acting Second-class Assist.-Eng.—T S Starlake to Myrmidon.

COAST-GUARD.

APPOINTMENTS.

Ins.-Coms.—J D Curtis to Carn, vice Hon. E Cochrane; E D P Downes to Hastings, vice Kelly; H G Belson to Carrickfergus, vice Brownlow, appointed Transport Agent at Deptford; R P

Denistoun, vice Hon. F O B Fitzmaurice, deceased.

Chief-officer—G E Barnes to Hoylake, vice Barnes.

REMOVALS.

Ins.-Coms.—H B Burnaby from Greenock to Bangar; R P Denistoun from Bangor to Greenock.

Chief Officers—Staff.-Com. H D Beach from Littlehampton to Southampton (as Ins.); Mr. A Hood (late Mercantile Marine), from Newquay (Milford), to Abbotsbury (as Ins): Lieut. T D Sulivan, from Brixam to Worthing vice St. Davis.

Nav. Lieuts.—W C Bicknell from Studland Bay to Swanage, vice Lieut. Campbell; W F Greet from Mevagissey to Newquay Milford, vice Hood.

Chief Officers (2nd class)—A Greenfield from Seaham Harbour to Whitehaven; W Taylor, from Roberts Cove to Dunny Cove; P P Tierney from Whitehaven to Falmouth.

ROYAL NAVAL RESERVE.

APPOINTMENTS.

To be Hon. Lieut—T Jamieson.

To be Sub-Lieut.—M Penfold.

ARMY.

THE ARMY GAZETTE.

[Where not otherwise specified, the following commissions bear the current date.]

WAR OFFICE, PALL MALL, Oct. 22.

6th Regiment of Dragoon Guards—Major C W Bruce to be lieut.-col., by purchase. vice Brevet.-Col. C Sawyer, who retires upon half pay, receiving a portion of the former difference between cavalry and infantry; Oct. 23. Capt. W T Betty to be major, by purchase, vice Bruce: Oct 23. Lieut. M J Saurin to be capt. by purchase, vice Betty; Oct. 23. Cornet A Rickards to be lieut., by purchase, vice Saurin; Oct. 23. W Macmillan-Scott, gent., to be cornet, by purchase, vice Rickards; Oct. 23.

7th Dragoon Guards—Lieut. J F Chapman, from the 18th Hussars, to be lieut., vice Marris, who exchanges; Oct. 23.

13th Hussars—F Osborne, gent., to be cornet, by purchase. vice Walker, promoted; Oct. 23. A R Pryce, gent., to be cornet, by purchase, vice Moore, promoted; Oct 24.

15th Hussars—Cornet J M'Bryan, from the 7th Dragoon Guards, to be lieut., without purchase, vice Mann, promoted half pay capt., without purchase; Oct. 23.

18th Hussars—Lieut. G T Morris, from the 7th Dragoon Guards, to be lieut., vice Chapman. who exchanges; Oct. 23.

Royal Artillery—Staff Assist.-Surg. D M Davidson, M.D., to be assist.-surg., vice J W Hulseberg, promoted on the Staff; Oct. 23. Staff Assist.-Surg. W R Kyney to be assist.-surg., vice S Roch, promoted on the Staff; Oct. 23. Assist. surg. J Land, M.D., from the 21st Foot, to be assist.-surg., vice J Jardine, M.D., promoted on the Staff; Oct. 23. Staff Assist.-Surg. G E Will to be assist.-surg., vice R Webb, promoted on the Staff; Oct. 23.

Coldstream Guards—Capt. and Lieut.-Col. and Brevet-Col. the Hon. P R B Feilding to be major, vice Brevet-Col. J T Airey, C.B., who retires upon half pay; Oct. 23. Lieut. and Capt. W F E Seymour to be capt. and lieut.-col., by purchase, vice Brevet-Col. the Hon. P R B Feilding; Oct. 23. Ens. and Lieut. the Hon. E A B Acheson to be lieut. and capt., by purchase, vice Seymour: Oct. 23.

2nd Regiment of Foot—Ens. J P Lawrie to be lieut., by purchase, vice S Barry, who retires; Oct. 23. W J Campbell, gent., to be ens., by purchase, vice Lawrie; Oct. 23.

7th Foot—Staff Assist.-Surg. E Connellan to be assist.-surg., vice T E Hale, M.D., promoted on the Staff; Oct. 23.

12th Foot—Ens. A G Stoton to be lieut., without purchase, vice C W Burton, a Probationer for the Staff Corps in India; Aug. 21.

20th Foot—Staff Assist.-Surg. T O'Reilly to be assist.-surg., vice H Kelsall, appointed to the Staff; Oct. 23.

21st Foot—Lieut. M Thunder to be capt., by purchase, vice W J Close, who retires; Oct. 23. Ens. J Croker to be lieut., by purchase, vice Thunder; Oct. 23. R C Thornton, gent., to be ens., by purchase, vice Croker; Oct. 23. Staff Assist.-Surg. E H Condon, M.D., to be assist.-surg., vice J Land, M.D., appointed to the Royal Artillery; Oct. 23.

26th Foot—Staff Assist.-Surg. J Gray, M.D., to be assist.-surg., vice J Johnson, M.D., promoted on the Staff; Oct. 23.

45th Foot—Lieut. H H Hooke to be capt., by purchase, vice H S Willoughby, who retires; Oct. 23. Ens. W F Brown to be lieut. by purchase, vice Hooke; Oct. 23. G H Fort, gent., to be ens., by purchase, vice Brown; Oct 23.

47th Foot—Ens. E M Manning to be lieut., by purchase, vice G C Vanneck, who retires; Oct. 23. Gent. Cadet A F W Austen, from the Royal Military College, to be

ens., by purchase, vice Manning: Oct. 23.

56th Foot—Ens. C J Matthews to be lieut., by purchase, vice P E Powys, who retires; Oct. 23.

59th Foot—Ens. F H Forjett, from the 25th Foot, to be ens., vice Fisher, transferred to the 77th Foot; Oct. 23.

67th Foot—Lieut. A J Poole to be adjt., vice Lieut. G Baker, who has been promoted; Oct. 23.

71st Foot—W F V Harris to be capt., by purchase, vice R Kane, who retires; Oct. 23. Ens. S A FitzHerbert to be lieut., by purchase, vice Harris; Oct. 23. J A S Inglis, gent., to be ens., by purchase, vice FitzHerbert; Oct. 23.

74th Foot—Quartermaster J Cole from half pay, late 60th Foot, to be quartermaster, vice Maloney, transferred to a Depôt Battalion; Oct. 23.

77th Foot—Ens. R C Thornton, from the 21st Foot, to be ens., vice Spence, promoted; Oct. 23.

89th Foot—Lieut. A W Price to be ins. of musketry, vice Lieut. Hay, who has resigned that appointment; Oct. 4.

91st Foot—Lieut. C L Harvey to be capt., by purchase, vice T T Lane, who retires; Oct. 23. Ens. G Upperton to be lieut., by purchase, vice Harvey; Oct. 23. H G Fallowfield, gent., to be ens., by purchase, vice Upperton; Oct. 23.

97th Foot—Staff Assist.-Surg. R E Bredon, M.B., to be assist.-surg., vice S E Maunsel, appointed to the Royal Artillery; Oct. 23.

109th Foot—Staff Assist.-Surg. J Candy, M.D., to be assist.-surg.; vice J D Sainter, who exchanges Oct. 23.

Rifle Brigade—Ens. the Hon. H Marsham to be lieut. by purchase, vice G Caulfield, who retires: Oct. 23. H J FitzRoy, gent, to be ens. by purchase, vice the Hon. H Marsham; Oct. 23.

Royal Canadian Rifle Regiment Staff Assist.-Surg. J Dustan to be assist.-surg., vice W Ramsay, M.D., promoted on the Staff; Oct. 23.

DEPOT BATTALION.

Capt. J A Morrah, from the 60th Foot, to be adjt., vice C F Gregorie, promoted half pay maj., without purchase; Oct. 23. Quartermester W Maloney; from the 74th Foot, to be quartermaster, vice W Drage, who retires upon half pay; Oct. 23.

MEDICAL DEPARTMENT.

Staff Surg.-Major G T Ferris to be dep. ins.-gen. of hospitals, vice W Lick, M.D., placed upon temp. half pay; Oct. 23

Staff Surg.-Major R G D Banon to be dep. ins.-gen. of hospitals, vice T G Scot, M.D., whose promotion has been cancelled; Oct. 23.

Staff Surg.-Major. J M'G Grant. M.D., to be dep. ins. gen. of hospitals, vice J Paynter, promoted on the Staff; Oct. 23.

Staff Surg.-Major J T W Bacot, from half pay, to be staff surg. major, vice Staff Surg. D C Wodsworth, placed on half pay; Oct. 23.

Assist. Surg. J Johnston, M.D, from the 26th Foot, to be staff surg.; Oct. 23.

Assist.-Surg. J W Hulseberg, from the Royal Artillery, to be staff surg., vice Staff Surg.-Major Banon, promoted on the Staff; Oct. 23.

Assist.-Surg. T E Hale, M.D., from the 7th Foot, to be staff surg., vice Staff Surg.-Major J M'G Grant, M.D., promoted on the Staff; Oct. 23.

Assist.-Surg. S Roche, from the Royal Artillery, to be staff surg., vice Staff Surg.-Major W Sall, M.D., who retires upon half pay; Oct. 23.

Staff Assist.-Surg. W H Corbett, M.D., to be staff surg.; Oct. 23.

Assist.-Surg. R Webb, from the Royal Artillery, to be staff surg; Oct. 23.

Assist.-Surg. J Jardine, M.D., from the Royal Artillery, to be staff surg.; Oct. 23.

Assist.-Surg. W Ramsay, M.D., from the Royal Canadian Rifle Regiment, to be staff surg., vice

Staff Surg.-Maj. G T Ferris, promoted on the staff; Oct. 23.

Assist.-Surg. H Kelsall, from the 20th Foot, to be staff assist.-vice D M Davidson, M.D., appointed to the Royal Artillery; Oct. 23.

Assist.-Surg. R Hall, M.D., from the 33rd Foot, to be staff assist.-surg., vice R D Kemp, M.B.. appointed to the 33rd Foot; Oct. 23.

Assist.-Surg. J D Sainter, from the 109th Foot, to be staff assist. surg., vice J Candy, M.D., who exchanges; Oct. 23.

UNATTACHED.

Lieut. D Dinwiddie, from Madras European Veteran Establishment, to be lieut.; Oct. 23.

BREVET.

Capt. W H Dore, half pay Unattached, to be major; Nov. I. 1858.

Paymaster R Richardson, 104th Foot, to have the hon. rank of capt.; Aug. 12.

Paymaster A Davidson, 185th Foot, to have the hon.. rank of capt.; Aug. 2 .

Quartermaster W Drage, retired upon half pay, late of a Depôt Battalion, to have the hon. rank of capt.; Oct. 23.

Staff Surg.-Major W Sall, M.D., who retires upon half pay, to have the hon. rank of dep. ins. gen. of hospitals; Oct. 23.

MEMORANDUM.

Capt. W H Dore, half pay Unattached, has been permitted to retire from the service by the sale of his commission, under the conditions of the Horse Guards Circular Memorandum of the 15th Feb., 1861; Oct. 23.

THE MILITIA GAZETTE.

WAR OFFICE, PALL MALL, Oct. 22.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

6th Regiment of Royal Lancashire Militia—W J Griffiths, gent., to be lieut, vice Reid, resigned; Oct. 9.

Hampshire Regiment of Militia —J C Brown, gent., to be lieut., Oct. 14.

Castlemartin Yeomanry Cavalry —H S Allen, Esq., to be lieut.; Oct. 18: O H P Scourfield, gent. to be cornet; Oct. 18.

1st Somerset Regiment of Militia W O Meade-King, gent., to be lieut., vice Dettmar, promoted; Oct. 18.

WAR OFFICE, PALL MALL, Oct. 25.

COMMISSIONS SIGNED BY LORDS-LIEUTENANT.

3rd Regiment (Light Infantry) of West York Militia—C H Lister, gent., to be assist.-surg., vice Perry, struck off the strength of the regiment; Oct. 9.

West Essex Yeomanry Cavalry Cor. J F Jessopp to be lieut., vice W Scott, resigned; Oct. 17.

Royal Flint Militia—W H Murray, gent, to be lieut.; Oct. 16.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALL MALL, Oct. 22.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

2nd Administrative Brigade of Lancashire Artillery Volunteers—T R Glynn, Esq., to be surg.; Oct. 7.

1st Manchester Rifle Volunteer Corps—Ens. J Heelis to be lieut., vice Waterhouse, resigned; Oct. 5.

Liverpool Irish Rifle Volunteer Corps—T Woods, gent., to be ens.; Oct. 2. L Grannell, gent., to be ens.; Oct. 2. F Scarisbrick, gent., to be ens.; Oct. 2.

67th Lancashire Rifle Volunteer Corps—J Higson, gent., to beens.; Sep. 25.

Liverpool Press Guard Rifle Volunteer Corps—J H Barnes, gent., to be assist.-surg; Oct. 5.

4th Carmarthenshire Rifle Volunteer Corps—A Knox, gent., to be ens, vice Lloyd, resigned; Oct. 19.

2nd Cheshire Artillery Volunteer Corps—J Williams, gent., to be hon. assist.-surg., vice Bantock, resigned; Sep. 10.

10th Hants Rifle Volunteer Corps—Ens. F H D Eyre to be lieut., vice Dawson, resigned; Oct. 19. H J Hanley to be ens., vice Eyre, promoted; Oct. 19.

10th Herts Rifle Volunteer

Corps—Ens. T B Balding to be lieut.; Aug. 28. E F Bally to be ens., vice Balding promoted; Aug. 28.

3rd Kent Rifle Volunteer Corps —Lieut. F J Turner to be capt., vice Barnett, resigned; Oct. 16. Ens. T D Holmwood to be lieut., vice Turner promoted; Oct. 16.

1st Surrey Rifle Volunteer Corps —S C Child, gent, to be lieut., vice J J Mayo, resigned; Oct. 5. H Fransis, gent., to be ens., vice J Hanson, resigned; Oct. 5. The Rev. J Fleming, B.A., to be hon. chapl. vice the Rev. D Moore, resigned; Sep. 20.

8th Surrey Rifle Volunteer Corps W E Creasy, gent., to be hon. assist.-surg., vice T S Hutchinson resigned; July 30.

11th Surrey Rifle Volunteer Corps—P H Lawrence, gent., to be lieut.; Aug. 23.

12th Surrey Rifle Volunteer Corps—Lieut. W Cotterill to be capt., vice C Morris resigned; Oct. 6. Ens. H B Elliott to be lieut., vice Cotterill, promoted; Oct. 6.

17th Surrey Rifle Volunteer Corps—Lieut. G M Pyne to be capt., vice C S Burdett, resigned; July 30.

19th Surrey Rifle Volunteer Corps—T G Margary, gent., to be hon. quartermaster, vice H H Meadows resigned; Oct. 14. Ens. A W Ray to be lieut., vice T G Margary, resigned; Oct. 14.

WAR OFFICE, PALL MALL, Oct. 25.

QUEEN'S COMMISSION.

1st Administrative Battalion of Flintshire Rifle Volunteers—J O J Priestly, Esq., to be adjt. from Aug. 2.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

3rd Dorsetshire Artillery Volunteer Corps—Sec. Lieut. J Legg to be first lieut., vice Grundy resigned; Oct. 21. E C Gundry to be sec. lieut., vice Legg, promoted; Oct. 21.

2nd West Riding of Yorkshire Artillery Volunteer Corps—J Hart to be capt. vice Hammond, resigned; Sep. 23.

3rd West Riding of Yorkshire Artillery Volunteer Corps—H Rogers to be first lieut. vice Smith, promoted; Sep. 30.

2nd West Riding of Yorkshire Engineer Volunteer Corps—J Henderson to be sec. lieut.; Oct. 4.

7th West Riding of Yorkshire Rifle Volunteer Corps—Ens. E Wilson to be lieut., vice Arthington, resigned; Sep. 30.

29th West Riding of Yorkshire Rifle Volunteer Corps—Lieut. J Wordsworth to be capt., vice Sheard, resigned; Oct. 14. C Clay to be ens.; Oct. 14.

34th West Riding of Yorkshire Rifle Volunteer Corps—W Walter, Earl of Dartmouth, to be capt.; Sep. 18.

43rd West Riding of Yorkshire Rifle Volunteer Corps—B Sheard to be capt; Oct. 16.

MEMORANDUM.

Her Majesty has been pleased to approve of Capt. J H A Jowett bearing the title of capt. com. of the 2nd West Riding of Yorkshire Artillery Volunteer Corps.

5th Shropshire Rifle Volunteer Corps—C J Craig to be ens., vice Hughes, resigned; Oct. 21.

2nd Dumfriesshire Rifle Volunteer Corps—J Smith to be lieut., vice Dickson, resigned; Oct. 19. J Nivison to be ens., vice Smith, promoted; Oct. 19.

3rd Dumfriesshire Rifle Volunteer Corps—Rev. J Inglis to be hon. chap.; Oct. 12.

9th Dumfriesshire Rifle Volunteer Corps—S Dinwiddie to be lieut., vice Watt, resigned; Oct. 19. C Craike to be ens., vice Dinwiddie, promoted; Oct. 19.

1st Warwickshire Rifle Volunteer Corps—Maj. C Ratcliff to be lieut.-col., vice Mason, resigned; Oct. 4.

14th Kent Artillery Volunteer Corps—P Ashcroft, the younger, to be sec. lieut, vice Holland, promoted; Oct. 18.

THE ARMY GAZETTE.

[Where not otherwise specified the following commissions bear the current date.]

WAR OFFICE, PALL MALL, Oct. 29.

1st Regiment of Dragoon Guards—Lieut R Wason, from the 16th Foot, to be lieut., vice Woods, who exchanges; Oct. 30.

15th Hussars—G C F'Albaic, gent., to be cor., by purchase, vice Rochfort-Boyd, promoted; Oct. 30.

Royal Artillery—Lieut. J C Auchinleck to be sec. capt, vice J T Barrington, removed to the Seconded List; Oct. 10.

Corps of Royal Engineers—The Temporary Commissions as lieut. of the following officers to be made permanent, viz:—Lieut. A C Alexander, Dec. 23, 1864; Lieut A R Puzey, Dec. 23, 1864; Lieut. J B Lindsell, Dec. 23, 1864; Lieut. J J Curling, March 24, 1865; Lieut. P S G Reid, April 11, 1865; Lieut. P J D Lindoe, May 2, 1865; Lieut. M Greer, June 13, 1865; Lieut. E C Hart, June 22. 1865; Lieut. M C Brackenbury, June 22, 1865; Lieut. R H Jelf, June 22, 1865.

2nd Regiment of Foot—Lieut. J S Tupper to be ins. of musketry, vice Lieut. Boughey, deceased; Aug. 28.

6th Foot—The Surname of Capt. C B Phillipps has been incorrectly described as Phillips.

10th Foot—Staff Assist.-Surg. T A Purcell to be assist.-surg.; Oct. 30.

16th Foot—Lieut. N H L Woods, from the 1st Dragoon Guards, to be lieut., vice Wason, who exchanges; Oct. 30.

19th Foot—Paymaster F O Sargeant, from the 59th Foot, to be paymaster, vice Hon. Capt. T Palmer, deceased; Oct. 30.

43rd Foot—The Commissions of the undermentioned Ensigns to bear date as follows, and not as stated in the *Gazette* of the 11th Oct.:—J P de la Poer Beresford; Oct. 12. R B R Williamson; Oct. 13.

59th Foot—Ens. W Fulton, from the 97th Foot, to be ens., vice Moore, promoted; Oct. 30.

62nd Foot—Lieut. W A Corbett to be capt., by purchase, vice H W Clerke, who retires; Oct. 30. Ens. A J Chichester to be lieut, by purchase, vice Corbett; Oct. 30. W B Williams, gent., to be ens., by purchase, vice Chichester; Oct. 30. Paymaster J W Minchin, from the 85th Foot, to be paymaster, vice Hon. Maj. H S Michell, who retires upon half pay; Oct. 30.

63rd Foot—Lieut. W Bigg to be ins. of musketry, vice Lieut. Hill, promoted; Oct. 16.

74th Foot—Lieut. C J Rolleston to be capt., by purchase, vice A M Duff, who retires; Oct. 30. Ens. H T C Hunt to be lieut. by purchase, vice Rolleston; Oct. 30. A W J Gow-Steuart, gent., to be ens., by purchase, vice Hunt; Oct. 9.

96th Foot—Lieut. H Houghton to be capt. without purchase, vice J Croome, deceased; Oct. 4.

97th Foot—Lieut. R Thompson to be capt., by purchase, vice H J Lawrell, who retires; Oct. 30. Ens. J M Gordon to be lieut., by purchase, vice Thompson; Oct. 30. W Fulton, gent, to be ens., by purchase, vice Gordon; Oct. 30.

109th Foot—Lieut. R P Simpson to be ins. of musketry, vice Lieut. Hemstead, who has resigned that appointment; Aug. 20.

MEDICAL DEPARTMENT.

Assist.-Surg. J N Stock, from the 9th Foot, to be staff assist. surg., vice Purcell, appointed to the 10th Foot; Oct. 30.

HALF PAY.

Capt. and Brevet-Maj. H Blinkhorn, Superintendent Riding Department, Cavalry Depôt, from half pay, late 25th Foot, to be maj., without purchase; Oct. 30.

BREVET.

Brevet-Col. A Little, C.B., Lieut.-Col., half pay, late 9th Lancers, to have the temp. rank of brig.-gen. while in command of a Brigade; Jan. 1, 1868.

Capt. and Brevet Lieut.-Col. R Cadell, Royal Artillery, having served the qualifying period in the rank of lieut.-col., to be col., under

the provisions of the Royal Warrant of Feb. 3, 1866: April 26.

Paymaster, with the hon. rank of Maj, H S Michell, retired on half pay, late 62nd Foot, to have the hon. rank of lieut.-col.; Oct. 30.

WAR OFFICE, PALL MALL, Nov. 1.

CHAPLAIN'S DEPARTMENT.

The Rev. C A A Craven, M.A., Chap. of the Fourth Class, to be chap. of the Third Class; Oct. 22.

The commission of the Rev. T H Cole, M.A., as Chap. of the Fourth Class, to be antedated to July 5, 1862.

THE MILITIA GAZETTE.

WAR OFFICE, PALL MALL, Oct. 29.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

Royal Cardigan Militia—H C Fryer, gent., to be lieut.; Oct. 19.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Lieut. R T Meredith in the Cornwall Rangers Militia.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALL MALL, Oct. 29.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

Prince Albert's Own Leicestershire Regiment of Volunteer Cavalry—R Heathcote, gent., to be cor., vice Watson, resigned; Oct. 22.

8th Northumberland Rifle Volunteer Corps—H Lawrence to be capt. vice Cooke, resigned; Oct. 18. H Bell to be lieut., vice J L Brown, resigned; Oct. 18. B L Willis to be ens., vice Doary, resigned; Oct. 18. J Maughan to be ens.; Oct. 18.

8th Argyllshire Artillery Volunteer Corps—J M'Kenzie to be hon. assist.-surg. vice Taylor, deceased, Oct. 23.

1st Administrative Brigade of Cumberland Artillery Volunteers—T H Golding to be hon. quartermaster; Oct. 17.

5th Herefordshire Rifle Volunteer Corps—R H Capper to be capt.; Oct. 7.

WAR OFFICE, PALL MALL, Nov 1.

COMMISSIONS SIGNED BY LORDS-LIEUTENANT.

1st Administrative Battalion of Wiltshire Rifle Volunteers—J M Cardell, assist.-surg. 1st Wilts Rifle Volunteer Corps, to be assist. surg.; Sep. 11.

13th Wiltshire Rifle Volunteer Corps—W H Laverton, gent., to be ens., vice Pinniger, promoted; Sep. 5.

2nd Dumfriesshire Rifle Volunteer Corps—A C Chalmers to be hon. assist.-surg.; Oct. 19.

3rd Dumfriesshire Rifle Volunteer Corps—W Kay to hon. assist. surg.; Oct. 19.

9th Dumfriesshire Rifle Volunteer Corps—J Ferguson to be hon. assist.-surg.; Oct. 19.

4th Staffordshire Rifle Volunteer Corps—J Burton, gent., to be hon. assist.-surg.; Oct. 24.

1st Administrative Battalion of Shropshire Rifle Volunteers—A S Craig to be hon. assist.-quartermaster, with the rank of ens; Oct. 21.

THE ARMY GAZETTE.

[Where not otherwise specified the following commissions bear the current date.]

WAR OFFICE, PALL MALL, Nov. 5.

6th Regiment of Dragoon Guards—The second Christian name of Cor. Rasch is Carne, and not Carre, as previously stated.

2nd Dragoons—For E G M Donnithorne, gent., to be cor., by purchase, as stated in the *Gazette* of the 8th Sep., 1865, read Lieut. E G M Donnithorne, from the Royal Artillery, to be cor., by purchase, &c., &c.

Serg.-Maj C W Neal, from Cavalry Depôt, to be riding master, vice N Mills, who retires on half pay; Nov. 6.

3rd Hussars—Gent. Cadet J W Barry from the Royal Military College, to be cor. without purchase, vice Knox, transferred to the 18th Hussars; Nov. 6.

10th Hussars—Cor. the Hon. H

G L Crichton to be lieut. by purchase, vice D Fitz-Gerald Gabbett, who retires; Nov. 6. The Hon. W T W Fitzwilliam to be cor. by purchase, vice the Hon. H G L Crichton; Nov. 6.

11th Hussars—Lieut. H R Abadie, from the 17th Lancers, to be lieut., vice Pellew, who exchanges; Nov. 6.

16th Lancers—Sergeant-Maj. W Barker to be cor, without purchase, vice Kennedy, promoted; Nov. 6.

17th Foot—Lieut. G H L Pellew, from the 11th Hussars, to be lieut. vice Abadie, who exchanges; Nov. 6.

18th Hussars—Cor. G Watson to be lieut., without purchase, vice W H Balders, deceased; Sep. 11. Ens. W E Bolton, from the 26th Foot, to be cor., in succession to Lieut. Hughes, deceased, Nov. 6. Cor. R Knox, from the 3rd Hussars, to be cor., vice Watson; Nov. 6.

Royal Regiment of Artillery—Lieut. G S Harvey to be second capt., vice G M L Campbell, placed upon temp. half pay; Oct. 12. Lieut. T M Cruttwell has been permitted to resign his commission; Nov. 6. The resignation of Lieut. E G M Donnithorne, which appeared in the *Gazette* of the 8th Sep., 1865, has been cancelled.

Corps of Royal Engineers—Sec. Capt. A R M'Donnell to be capt., vice O H Stokes, who resigns: Nov. 6. Lieut. J A Millar to be sec. capt., vice M'Donnell; Nov. 9.

1st Regiment of Foot—Lieut. G W Thomson to be capt., without purchase, vice R Cosens-Weir, deceased; Sep. 5. Ens. H Church to be lieut., without purchase, vice Thompson; Sep. 5.

3rd Foot—Lieut. H M FitzRoy, from the Rifle Brigade, to be lieut. vice Buchanan, who exchanges; Nov. 6.

6th Foot—For Lieut. A Morton to be adjt., as stated in the *Gazette* of the 15th Oct., 1867, read Lieut. G de C Morton to be adjt., &c.

11th Foot—Ens. R Thompson, from the 16th Foot, to be ens., vice Baxter. who has been superseded for being absent without leave; Nov. 6.

15th Foot—Lieut. F H Garnett to be capt., by purchase, vice W C Colquhoun, who retires; Nov. 6. Ens. G Bolden to be lieut. by purchase, vice Garnett; Nov. 6. R Thompson, gent., to be ens., by purchase, vice Bolden; Nov. 6.

19th Foot—Ens. A C Le Quesne, from the 83rd Foot, to be ens., vice Martyr, deceased; Nov. 6.

21st Foot—Ens. J R Harriman, from the 56th Foot, to be ens., vice Noel-Hill, transferred to the 34th Foot; Nov. 6. Ens. A C Dunn, from the 17th Foot, to be ens., vice Porteous, a Probationer for the Staff Corps in India; Nov. 6.

26th Foot—W E Bolton, gent., to be ens., by purchase, vice J Macfarlane, who retires; Nov. 6.

34th Foot—Capt. N Pennefather, from the 83rd Foot, to be capt., vice Wyse, who exchanges; Nov. 6.

47th Foot—Capt. W F Smithwick, from the 1st West India Regiment, to be capt., vice Thompson, who exchanges; Nov. 6.

57th Foot—Quartermaster-Sergeant C V Leech to be quartermaster, vice T Martindale, who retires upon half pay; Nov. 6.

60th Foot—Lieut. P W Worsley to be capt., by purchase, vice C H Borror, who retires; Nov. 6. Ens. P A J H Johnstone to be lieut., by purchase, vice Worsley; Nov. 6. Gent. Cadet A J Brander, from the Royal Military College, to be ens., by purchase, vice Johnstone; Nov. 6.

70th Foot—Ens. E M Wallerstein has been permitted to retire from the service by the sale of his commission; Nov. 6.

72nd Foot—Lieut. F G Sherlock to be capt., by purchase, vice H A Crane, who retires; Nov. 6. Ens. H Musgrave to be lieut., by purchase, vice Sherlock; Nov. 6. Ens. M N G Kane, from the 81st Foot, to be ens., vice Musgrave; Nov. 6.

81st Foot—F H Wheler, gent., to be ens., by purchase, vice Kane, transferred to the 72nd Foot; Nov. 6.

83rd Foot—Capt. J F Wyse, from the 34th Foot, to be capt., vice Pennefather, who exchanges; Nov. 6. Lieut. W C Strickland to be capt., by purchase, vice Hubert C Whitlock, who retires; Nov. 6. Ens. G E S Cartwright to be lieut., by purchase, vice Strickland; Nov. 6. A C Le Quesne, gent., to be ens., by purchase, vice Cartwright; Nov. 6.

86th Foot—Lieut. R J Posnett to be capt., by purchase, vice J Spencer Churchhill, who retires; Nov. 6. Ens. J A Awdry to be lieut., by purchase, vice Posnett; Nov. 6. H P Williams, gent., to be ens. by purchase, vice Awdry; Nov. 6.

89th Foot—Ens. A G Godwin-Austin to be lieut., by purchase, vice J S Hay, who retires; Nov. 6. C A Barker, gent. to be ens., by purchase, vice Godwin-Austen; Nov. 6.

Rifle Brigade—Lieut. H B Buchanan, from the 3rd Foot, to be lieut, vice FitzRoy, who exchanges; Nov. 6.

1st West India Regiment—Captain W Thompson, from the the 47th Foot, to be capt., vice Smithwick, who exchanges; Nov. 6.

2nd West India Regiment—Ens. O C Jones to be lieut., by purchase, vice M MacGregor, who retires; Nov. 6. J J C Beek, gent., to be ens., by purchase, vice Jones; Nov, 6.

Royal Canadian Rifle Regiment—Ens. C C Smyth to be inst. of musk., vice Lieut. F S Dugmore, who has returned to regimental duty; Oct. 1.

COMMISSARIAT DEPARTMENT.

Lieut. F B Doveton, from the Royal Canadian Rifle Regiment, Acting Deputy-Assist. Commis.-Gen., to be deputy-assist. com.-gen.; Aug. 23.

MEDICAL DEPARTMENT

Staff Assist.-Surg T H Pickering, from half pay, to be staff assist-surg, vice J F H Richardson, deceased; Oct. 16.

VETENINARY DEPARTMENT.

Veterinary Surg. T W Mayer, Royal Engineer Train, to be vet. surg. of the first class, by augmentation; Nov. 6.

F D Bray, gent., to be acting vet. surg.; Nov. 6

BREVET.

Paymaster H O Currie, 19th Hussars to have the hon. rank of capt.: Aug. 12.

WAR OFFICE, PALL MALL, Nov. 8.

6th Regiment of Dragoons—Lieut. G Luck to be capt., by purchase, vice J Evans, who retires; Nov. 9. Cor. C D B Creagh to be lieut. by purchase, vice Luck; Nov. 9. J Baines, gent., to be cor., by purchase, vice Creagh; Nov. 9.

7th Hussars—The Christian names of Cornet Reade are Cecil Loftus only, and not Cecil Loftus Wellesley, as previously stated.

12th Lancers—Staff Assist. Surg. H F L Malladew, M.D., to be assist.-surg., vice Muschamp, promoted on the staff; Nov. 9.

Royal Artillery—Surg. W G N Manley, from 12th Foot, to be surg., vice Surg. Maj T Guy, M.D appointed to the Staff; Nov. 9. Staff Assist.-Surg. A O Applin to be assist.-surg., vice Faught, promoted on the Staff; Nov. 9. Staff Assist. Surg. J Duhy to be assist.-surg., vice Dickerson, promoted on the staff; Nov. 9. Staff Assist. Surg. R Tobin to be assist. surg., vice Miles, promoted on the staff; Nov. 9. The Commission of Vet.-Surg. F Plomley has been cancelled to 1st Sept.

2nd Foot—Staff Surg S H Dickerson to be surg. vice Serg. Maj. Foss, promoted on the Staff; Nov. 9.

6th Foot—Ens. F L Grundy to be lieut., by purchase, vice H E Adams, who retires; Nov. 9. H Willis-Sandford, gent., to be ens., by purchase, vice Grundy; Nov. 9.

12th Foot—Staff-Surg. F T Abbott to be surg., vice W G N

Manley, appointed to the Royal Artillery; Nov. 9.

16th Foot—Lieut. L Le Feuvre to be capt., without purchase, vice C T Sheringham, deceased; Oct. 9. Ens. A M Paterson to be lieut., without purchase, vice Le Feuvre; Oct. 9. C E Yate, gent., to be ens, by purchase, vice C W Clement, who retires; Nov. 9.

17th Foot—Ens. F F Parkinson to be lieut., without purchase, vice H G MacGregor, Instructor in Military History; Nov. 9.

21st Foot—Lieut. J Whitton to be Instructor of Musketry, vice Lieut. Walker, who has resigned the appointment; Sept. 21

22nd Foot—Capt. T F Roddy, from the Ceylon Rifle Regiment, to be capt., vice Lutman, who exchanges; Nov. 9.

23rd Foot—C G A Mayhew, gent., to be ens., by purchase, vice F L Mordaunt, who exchanges; Nov. 9.

25th Foot—Maj. J A R Todd, from the 87th Foot, to be maj., vice Sheppard, who exchanges; Nov. 9.

45th Foot—Staff-Surg. J H Finnemore to be surg., vice R Speedy, placed upon half pay; Nov. 9.

47th Foot—Ens. V R Biscoe to be lieut., by purchase, vice G D Dawson, who retires; Nov. 9. H Lees, gent., to be ens., by purchase, vice Biscoe: Nov. 9.

49th Foot—Ens. C E Yate, from the 16th Foot, to be ens., vice Carey, promoted; Nov. 9.

56th Foot—Capt. A Lewis, from the 60th Foot, to be capt., vice Charley, who exchanges; Nov. 9.

60th Foot—Lieut. A Tuffnell to be capt., without purchase. vice Morrah, appointed Adjt. of a Depot Bat.; Oct. 23. Capt. J Charley, from the 56th Foot, to be capt., vice Lewis, who exchanges; Nov. 9.

72nd Foot—Staff Assist. Surg. R W Davies to be assist.-surg., vice Footner, who exchanges; Nov. 9.

73rd Foot—Staff Assist.-Surg. R Beauchamp St. John to be capt., by purchase, vice E J Whitbread, who retires; Nov. 9. Ens. W H Preston to be lieut., by purchase, vice St. John; Nov. 9. H E Knox, gent., to be ens., by purchase, vice Preston; Nov. 9.

78th Foot—Staff Assist.-Surg. N Wade to be assist.-surg., vice Kilgour, promoted on the Staff; Nov. 9.

84th Foot—Lieut. A H Luck to be capt., by purchase, vice P Clark, who retires; Nov. 9. Ens. W B Fletcher to be capt.: by purchase, vice Luck; Nov. 9. G H Cobbold, gent., to be ens., by purchase, vice Fletcher; Nov. 9.

87th Foot—Maj. T W Sheppard, from 25th Foot to be maj., vice Todd who exchanges; Nov. 9.

89th Foot—Lieut. A D Grier to be capt., by purchase, vice De Vic Valpy; who retires; Nov. 9. Ens. H Caddell to be lieut., by purchase, vice Grier, Nov. 9. A J Le Cornu, gent., to be ens.; by purchase, vice Caddell: Nov. 9.

101st Foot—Lieut T Macleane to be adjt., vice Lieut. Partridge, promoted; Aug. 7.

104th Foot—Lieut. H F Showers to be adjt., vice Lieut. Evans, promoted: May 13.

Ceylon Rifle Regiment—Capt. W I Lutman, from the 22nd Foot, to be capt., vice T F Roddy, who exchanges; Nov. 9.

DEPOT BATTALION.

Capt. H P Dawson, 75th Foot, to be ins. of musketry, vice Capt. Bland, 76th Foot, who has filled the appointment the regulated period; Nov. 9.

MEDICAL DEPARTMENT.

Surg.-Maj. H C Foss, from the 2nd Foot, to be dep. ins.-gen. of hospitals; Nov. 9.

Surg.-Maj. T Guy, M.D., from the Royal Artillery, to be staff surg.-maj., vice Abbott, appointed to 12th Foot; Nov. 9.

To be staff-surgs: Assist.-Surg. S H Dickerson, from the Royal Artillery; Nov. 9. Staff Assist.-Surg. G McG Carolan; Nov. 9. Assist.-Surg. H C Miles, from the Royal Artillery; Nov. 9. Assist.-Surg. J G Faught, from the Royal Artillery; Nov. 9. Assist.-Surg. E McGill, M.D., from the 7th Dragoon Guards; Nov. 9. Staff

Assist.-Surg. J Wood; Nov. 9. Assist.-Surg. T J Orton, from the Royal Artillery; Nov. 9. Assist. Surg. W H Muschamp, from the 12th Lancers, vice Finnemore, appointed to the 45th Foot; Nov. 9.

Staff Assist.-Surg. A Neill, from half pay, to be staff assist.-surg., vice Melladew, appointed to the 12th Lancers; Nov. 9.

Assist.-Surg. E Footner, from the 72nd Foot, to be staff assist. surg., vice R W Davies, who exchanges; Nov. 9.

VETERINARY DEPARTMENT.

The appointment of Acting Vet. Surg. R Wilson has been antedated to Sep. 1.

BREVET.

Brevet-Col. G C Carey, C.B., Maj. half pay, to have the temp. rank of brig.-gen. while in command of a brigade; Dec. 1.

Lieut.-Col. E Newdigate, half pay, late Depôt Battalion, and Assist Adjt.-Gen, Aldershot, having completed the qualifying service with the rank of lieut. col., to be col., under the provisions of the Royal Warrant of 3rd Feb., 1866; Oct. 23.

THE MILITIA GAZETTE.

WAR OFFICE, PALL MALL, Nov. 5.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

Uxbridge Yeomanry Cavalry—Lieut. W C Clarke-Thornhill to be capt.; July 24. Cornet F Cox to be lieut., vice Thornhill promoted; July 24,

3rd Regiment of Royal Surrey Militia—Lieut.-Col. T C B Challoner to be hon. col.; Nov. 2. Maj. T H C Terry to be lieut. col.-com., vice Challoner, resigned; Nov. 2. Lieut. F J B Beckford to be capt., vice Speer, deceased; Nov. 2.

MEMORANDUM.

The Queen has been graciously pleased to accept the resignation of the commission held by T C B Challoner as lieut.-col.-com. of the 3rd Regiment of Royal Surrey Miiitia.

WAR OFFICE, PALL MALL, Nov. 8.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

Sherwood Rangers Yeomanry Cavalry—Cor. the Hon. G E M Monckton to be Lieut.; Nov. 2. J H Walker, gent., to be cor., vice Monckton, promoted; Nov. 2.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALL MALL, Nov. 5.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

1st Caithness-shire Artillery Volunteer Corps—J Reiach to be capt.; Oct. 26. Sec. Lieut. D Gunn to be first lieut.; Oct. 26. W Reid to be sec. lieut.; Oct. 26.

3rd Caithness-shire Rifle Volunteer Corps—G M'Kay to be lieut.; Oct. 29.

2nd Gloucestershire Engineer Volunteer Corps—First Lieut. E C Plant to be capt.; Oct. 25. J Logan, gent., to be first lieut., vice Plant promoted; Oct. 25. T H Kemball, gent., to be sec. lieut.; Oct. 25. G O Witmore, gent., to be sec. lieut.; Oct. 25.

3rd Middlesex Artillery Volunteer Corps—E S E Green to be sec. lieut.; Sep. 16. W S Green to be sec. lieut.; Sep. 16.

MEMORANDUM.

Her Majesty has been pleased to approve of Capt. J M'Lean bearing the title of capt.-com. of the 1st Caithness-shire Artillery Volunteer Corps; Oct. 26.

WAR OFFICE, PALL MALL, Nov. 8.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

2nd Clackmannanshire Rifle Volunteer Corps—J Archibald to be capt., vice Snowdowne resigned; Nov. 1.

9th Essex Rifle Volunteer Corps—Lieut. O A Mart to be capt.; Oct. 15.

4th Lancashire Artillery Volunteer Corps—First Lieut. F Napier to be capt., vice Hornby, promoted; Oct. 15.

1st Lancashire Engineer Volunteer Corps—J F Robinson, gent., to be sec. lieut.; Oct. 17.

2nd Manchester Rifle Volunteer Carps—C J Bruce, gent., to be

ens.; Oct. 15. J W Geren, gent., to be ens.; Oct. 15.

1st Middlesex Artillery Volunteer Corps—Sec. Lieut. R S Begbie to be first lieut.; Oct. 8. W M Todd to be sec lieut; Oct. 8. G W Craggs to be sec. lieut.; Oct. 8. J W Baxendale to be sec. lieut.; Oct. 8.

3rd Middlesex Artillery Volunteer Corps—R H Abbott to be first lieut; Oct. 17.

South Middlesex Rifle Volunteer Corps—Lieut. F Cox to be capt.; Oct. 18. Ens. H Radliffe to be lieut.; Oct. 18. C F Verity to be ens.; Oct. 18.

15th Middlesex Rifle Volunteer Corps—Capt. A Bailey to be maj.; Oct. 8.

48th Middlesex Rifle Volunteer Corps—J C Roger to be ens.; Oct. 8.

THE MILITIA GAZETTE.

WAR OFFICE, PALL MALL, Nov. 12.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

Argyll and Bute Regiment of Artillery Militia—W Gibson, gent., to be surg., vice Pirie, resigned; Nov. 7.

1st Derbyshire Militia—J A S Bouverie, Esq., to be lieut., vice Collinson, resigned; Nov. 7.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the commission held by Lieut. F H Cotton in the 1st Derbyshire Militia.

Fifeshire Artillery Militia—O Broun, to be lieut., vice Johnstone, resigned; July 10, 1866.

WAR OFFICE, PALL MALL, Nov. 15.

COMMISSIONS SIGNED BY LORDS LIEUTENANT

Essex Rifle Militia—H J G Rebow, gent., to be lieut., vice Langton, resigned; Nov. 9.

West Somerset Regiment of Yeomanry Cavalry— C E J Esdaile, gent., to be cor., vice Nixon, promoted; Nov. 9.

North Somerset Regiment of Yeomanry Cavalry — Cor. C C Tudway to be capt., vice Joliffe, resigned; Nov. 11.

MEMORANDA.

Her Majesty has been graciously pleased to accept the resignation of the commission held by Ens. R Wilton in the King's Own Light Infantry Militia; Nov. 6.

Her Majesty has been pleased to approve of Lieut. W H Stainthorpe being struck off the strength of the Queen's Own Tower Hamlets Militia; Nov. 11.

THE VOLUNTEER GAZETTE.

WAR OFFICE, PALL MALL, Nov. 12.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

4th Staffordshire Rifle Volunteer Corps—W H Brookes, gent., to be ens., vice Wilkinson, promoted; July 1.

5th Cinque Ports Artillery Volunteer Corps (Saint Leonard's)—J Starkey, Esq, to be capt.; Oct. 23. E Farncomb, Esq., to be first lieut.; Oct 23. T Trollope, M.D., to be hon. assist. surg.; Oct. 23. The Rev S H Parkes to be hon. chap.; Oct. 23.

4th Carmarthenshire Rifle Volunteer Corps—A Knox, gent., to be ens., vice Lloyd, resigned; Oct. 19.

MEMORANDUM.

The 5th Cinque Ports Artillery Volunteer Corps (Hythe) having been struck off the records of the War Office, will henceforth cease to hold any number or designation in the Volunteer Force of Great Britain.

WAR OFFICE, PALL MALL, Nov. 15.

COMMISSIONS SIGNED BY LORDS LIEUTENANT.

1st Administrative Battalion of Clackmannanshire Rifle Volunteers—Capt. A Mitchell to be maj.; Nov. 5.

1st Clackmannanshire Rifle Volunteer Corps—Capt. A Mitchell to be maj.; Nov. 5. J B Harvey to be capt; Nov. 5. Lieut. W Wallace to be capt.; Nov. 5. J M'A Moir, jun., to be capt.. Nov. 5. Ens. J G Wallace to be lieut.; Nov. 5. T Archibald to be lieut.; Nov. 5. M Edwards to be ens.; Nov. 5. L Drysdale, jun., to be ens.; Nov. 5.

1st Monmouthshire Rifle Volunteer Corps—T Stevens to be lieut., vice Evans, resigned; Nov. 11.

4th Monmouthshire Rifle Volunteer Corps—A R Verity to be ens.; Nov. 9.

1st Northamptonshire Engineer Volunteer Corps—L J Deacon to be capt.; Nov. 11. G Harrison to be first lieut.; Nov. 11. C W Rintoul to be sec. lieut.; Nov. 11.

26th Somersetshire Rifle Volunteer Corps—Ens. W Symons to be lieut., vice F Brice, promoted; Nov. 9. G T Talbot, gent., to be ens. vice Symons, promoted; Nov. 9.

3rd Carnarvonshire Rifle Volunteer Corps—Lieut. J T Williams to be capt., vice R H Fawcett, resigned; Nov. 9.

4th Staffordshire Rifle Volunteer Corps—J Burton, gent., to be assist. surg.; Oct. 24.

MEMORANDUM.

Her Majesty has been pleased to cancel the appointment of H Bell to be lieut., and the resignation of J L Brown in the 8th Northumberland Rifle Volunteer Corps, gazetted on Oct. 29.

B